

The Hongkong Telegraph.

WEATHER FORECAST
FAIR
Barometer 29.80

(ESTABLISHED 1881.)

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August 28, 1913, Temperature a.m. 81, p.m. 86, Humidity...87, 72.

August 28, 1912, Temperature a.m. 78, p.m. 89; Humidity...90, 67.

9183 晚八廿月七年丑癸

FRIDAY, AUGUST 29, 1913.

五拜禮 號九廿月八年清光

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TELEGRAMS.

MEXICAN CRISIS.

SERIOUS SITUATION.

Reuter's
[Service to the "Telegraph."]
London, Received Aug. 28.
A message from Washington states that the Mexican situation is developing rapidly.
President Wilson has warned all Americans to leave Mexico immediately, and has also instructed the American Embassy and Consuls to notify all civil and military officials that they will be held strictly responsible for harm done to Americans or their property.

Mexico Silent.
London, Received Aug. 29.
Mexico is silent regarding President Wilson's Message to Congress. Senor Gamboa, Foreign Minister of Mexico, affirms that the Government has no comment to make; and the Mexican Congress Committee also maintains silence.

Cannot Forego Sovereignty.
Senor Gamboa declares that President Huerta desires to exercise great forbearance but Mexico cannot forego her sovereignty or make future elections for the Presidency liable to the veto of any President of the United States.

A Loan Question.
President Wilson's second Note only requested an immediate answer to the demand that President Huerta should not be a candidate for the Presidency. President Wilson suggested that if this was agreed to, he would express to American bankers assurances that the Government would regard favourably an immediate loan to Mexico, sufficient for the temporary needs of the Administration.

Troops Despatched.
A telegram from San Antonio, Texas, says that, acting on orders from Washington, infantry, cavalry and artillery have been rushed at two hours' notice to the Mexican border, and a thousand other troops are ready to depart.

Outlook More Hopeful.
Later.
There is a more hopeful outlook in Mexico. Mr. Lind has been instructed from Washington to return from Mexico City, and it is believed that he has received assurances that Mexico will accept President Wilson's latest proposals.

Senor Gamboa is reported to have pointed out that the Constitution prohibits an interim President himself succeeding to the Presidency.

A GOVERNOR'S ILLNESS.

London, Received Aug. 29.
Reuter's correspondent at Nairobi states that the Governor of British East Africa (His Excellency H. O. Belfield, formerly British Resident of Selangor, F.M.S.) is seriously ill, and the Chief Secretary (Mr. C. O. Bowring) has been appointed Acting Governor.

THE ST. LEGER.

FURTHER SCRATCHINGS.

London, Received Aug. 29.
Further scratchings for the St. Leger are Day Comet and Hippesstrump.

TELEGRAMS.

THE LONDON STRIKE.

SERIOUS RUMOURS.

Reuter's
[Service to the "Telegraph."]
London, Received Aug. 28.
The strike position in London is practically unchanged, although there are many rumours of serious developments, including attempts to paralyze the whole of London's electric supply.
The masons engaged at Buckingham Palace, whom it was feared would come out in sympathy with the painters, have rebuffed the pickets.
The masters meet to-day.

Later.
The strike trouble in the Government Office continues.
It is reported that the Colonial Office is dependent on candle light.

A Serious Development.
London, Received Aug. 29.
Earl Beauchamp, at the Office of Works, received a deputation of strikers who demanded the dismissal of all non-Unionist painters. Earl Beauchamp reserved his reply.

This is a serious development, involving as it does the whole question of free labour.
Now the London Transport Workers' Federation have joined in the strike campaign.
Meanwhile individual employers continue to meet the demands of the men in the most conciliatory spirit.

DUBLIN TRAM STRIKE.

STRIKERS OUTWITTED.

London, Received Aug. 28.
The Dublin Tramway Company are running their trams without difficulty, securing other men in place of the strikers.

Three Arrests.
Three strike leaders have been arrested and committed for trial at Dublin on a charge of seditious libel and inciting to riot.

It is alleged that one of the number, in addressing strikers, declared:—"If Sir Edward Carson is right in telling Ulstermen to form a provisional Government in Belfast, I also am right in telling you to do likewise in Dublin."

OBITUARY.

MR. QUARITCH.

London, Received Aug. 28.
The death is announced of the famous bookseller, Mr. Bernard Quaritch.

Mr. Hickory Wood.
London, Received Aug. 29.
The death is announced of Mr. I. Hickory Wood, the librettist of many Drury Lane pantomimes. [The deceased was born at Manchester of Scottish parents. In his early days he was an apprentice in a home trade warehouse in Manchester, later was an insurance secretary and then turned his attention to literary and dramatic work. His publications included:—Recitations—Comic and otherwise; Sillogues; Chronicles of Mr. Pottersby; The Life of Dan Leno; Pantomimes, Songs and Musical Pieces.]

THE OLYMPIC GAMES.

BRITAIN ACTIVE.

London, Received Aug. 29.
The Olympic Games Committee publishes an elaborate programme for the preparation of athletes for various governing bodies. In enjoining the necessity of arousing enthusiasm in the schools by the co-operation of headmasters; arranging Country Championships and triangular contests between England, Scotland and Ireland, and assisting affiliated Clubs with prizes. All contests will be at metric distances.

TELEGRAMS.

MR. ASQUITH ILL-USED.

WARLIKE SUFFRAGISTS.

Reuter's
[Service to the "Telegraph."]
London, Received Aug. 29.
Mr. Asquith was golfing at Lossiemouth, Scotland, when he was attacked by two suffragists, who sprang out from a bunker, seized the Premier and dragged him about, knocking off his hat.
Miss Asquith rushed to her father's assistance and in a minute two detectives had seized the women, dragging them away with some difficulty.
The spectators hissed at the suffragists, shouting "Duck them into the sea!"
The suffragists were conveyed to the Police Station, where they refused to give their names or addresses.

PALACE OF PEACE.

INAUGURATED AT THE HAGUE.

London, Received Aug. 29.
Reuter's correspondent at the Hague states that the Palace of Peace has been solemnly inaugurated in the presence of Queen Wilhelmina, the Queen Mother and the Prince Consort.

Mr. Carnegie Decorated.
Mr. and Mrs. Carnegie were presented to Queen Wilhelmina, who decorated Mr. Carnegie with the Grand Cross of the Order of Orange-Nassau.
Brilliant weather favoured the event, and the streets were full of life and colour. On the arrival of the Royal party a choir sang the Old National Anthem.

THE NATION'S SCOURGE

The "Morning Post" recently published an extraordinarily powerful and cogent appeal from a large number of the best-known doctors in the kingdom, headed by such men as Sir Thomas Barlow, Sir William Osler and Sir Victor Horsley, for the appointment of a Royal Commission on venereal disease. They pointed out that amid all the earnest hygienic work that is being done with notable success for the improvement of the national health the question of venereal disease is commonly passed over in silence. Yet this form of disease works absolute havoc, and is peculiarly venomous in its capacity for being conveyed and transmitted. There are forty thousand cases of the disease in its gravest form in London every year, and a hundred and thirty thousand in the kingdom as a whole. Only a blind and ridiculous prudery can cause silence on such a terribly important subject as this. We notice that hardly any newspaper—the "Pall Mall Gazette" is a laudable exception—printed or commented on the doctors' letter, though we may assume that it was sent to many, if not to all.

It is a preposterous policy to strain at every gnat of social hygiene and swallow this monstrous camel in silence. It is, we believe, sometimes urged that such disease is the just reward of vice, and should be allowed to continue unchecked, since systematic remedy can mean only the recognition of vice. We cannot believe, however, in the accuracy of this boasted dispensation of justice, since it allows those who corrupt innocent girls and ruin the homes of married people to escape without penalties. Those who signed the letter have done themselves credit. Many of them are known as men of strong religious feeling, and nothing but careful thought and a high sense of public duty can have induced them to make this declaration. They have earned our warmest thanks.—"Spectator."

TELEGRAMS.

THE "IMPERATOR."

SERIOUS FIRE ABOARD.

Reuter's
[Service to the "Telegraph."]
London, Received Aug. 29.
Reuter's New York correspondent reports that a fire broke out aboard the giant H.A.L. liner "Imperator" while at the docks. The Second Officer and a seaman were suffocated, the former dying while leading his men to a smoking hold.
The fire broke out at 4 o'clock in the morning and created a panic among 1,500 average passengers, who had remained aboard overnight.
It is estimated that the damage done is considerable; but the flames were extinguished during the morning.
The crew had to cease fighting the flames until the steamer passengers were safely ashore.
The liner has a list of 15 degrees. The fire was confined to the upper store-rooms.

IMPERIAL EXHIBITION.

WHY IT SHOULD BE SUPPORTED.

London, Received Aug. 29.
The British Imperial Exhibition claims British support in preference to the Panama Exhibition at San Francisco in the same year because the former was first in the field, and when approached by the San Francisco Exhibition representatives it informed them that it confidently expected the support of the British public.
It was consequently decided to publish the full details of the Imperial Exhibition.
The year 1915 is a great year for the Empire, as it will signalise the 21st birthday of the Prince of Wales, the Centenary of the Battle of Waterloo, etc.

ADULTERATED FABRICS.

The Silk Association Takes Action.

The Council of the Silk Association, which met in Manchester recently with Mr. Frank Warner, of London, in the chair, considered the question of standardising silk goods. A fabric may be described as silk however small a proportion of silk enters into its manufacture. The Association has successfully combated the misdescription of fabrics into the composition of which no silk enters, and prosecutions by the Board of Trade have reduced this imposition on the purchasing public and the resultant injury to the silk trade to small dimensions, but it is the opinion of some men in the trade that the selling of silk of fabrics heavy "weighted" with tin is a greater evil. The Chairman raised the whole question of fixing a standard to which fabrics, described as silk, must conform. There was not only the question of "weighting," he said, but also the introduction of alien yarns to an extent which robbed the fabrics of the title to the description of silk. The question would have to be handled with the greatest care and many interests would have to be considered, but they ought to make an attempt to arrive at an agreed standard for silk goods.

Mr. E. Snow asked where they would draw the line between the weighting of black silks and the tin weighting of coloured goods. It was a common practice to weight black silks up to 50oz. and 60oz.

The Chairman: It has always been recognized that black silks may be weighted more than coloured.

It was decided to appoint a committee to consider the whole matter of the adulteration and classification of silk goods.

TELEGRAMS.

BALKAN AFFAIRS.

THE FRONTIER QUESTION.

Reuter's
[Service to the "Telegraph."]
London, Received Aug. 28.
A message from Constantinople says that the Government will shortly submit to Bulgaria and the Powers definite proposals for the solution of the question of the frontier.
The Porte will insist on the retention of Adrianople and Kirkilisseh, but will offer certain concessions which it is hoped will be acceptable.

THE KONGO.

LEAVES FOR FAR EAST.

London, Received Aug. 29.
The new Japanese battleship Kongo has sailed from Devonport for the Far East.
A crowded "At Home" was held on board the evening previous to the departure, being attended by Mr. Inouye, Japanese Ambassador, Vice Admiral Sir George Egerton, K.C.B., and other notable persons. The function ended with mingled "Hurrahs" and "Banzais."

RAMIE CULTIVATION IN CEYLON.

Attention is now being given to the cultivation of ramie in Ceylon, which promises to develop into an important industry. The number of ramie mills for the spinning of the fibre is increasing in Europe and America, and these obtain their supplies of raw material almost entirely from China. It is thought by the Ceylon Government that a considerable portion of this trade can be secured by Ceylon and India. Experiments have shown that the ramie grown in both countries is superior in strength and in other qualities to the Chinese product. The Ceylon ramie is capable of standing a strain of 320lb., while the China grass supports not more than 250lb. Fifteen years ago ramie was grown in Ceylon, and a fine crop was secured, but the fibre could not be prepared there owing to the presence of a gam in the bark, and it had to be sent in the form of ribbons to England to be treated. The fibre was originally considered suitable only for cordage owing to its strength, but its lustre has lately brought it out as a rival to cotton and silk. The beautiful fabric known as grass-cloth, rivaling the best French cambric in softness and fineness of texture, extremely fine embroideries, ties, and similar articles, are manufactured from ramie fibre. Besides its lustre and softness ramie material is practically everlasting, which is an important consideration.

The plant is a very hardy one, grows wild in many parts of the colony, and is easily propagated. The authorities consider that there is no doubt of a large market for ramie yarn if the spinner can get the raw article cheap enough, cheaper, that is, than he can now buy it from China. The solution of the difficulty is said to lie in the co-operation of the grower and the spinner. If the former will undertake the cultivation, spinners in Europe and in the United States will be ready to enter into agreements with them, whereby they will pay them a price per bale which will show an immediate profit. It is said that the planters will find the cultivation of ramie far more profitable than some of the crops they now grow.

UNWISHED.

MR. HAWKER'S FEAT.

A CASE OF BAD LUCK.

Reuter's
[Service to the "Telegraph."]
London, Received Aug. 28.
After his mishap while attempting to circle Britain by water-plane, Mr. Hawker quickly recovered from nervous shock, and when interviewed said it was just a ghastly piece of bad luck. His boot slipped off the rudder bar and the machine dropped fifty feet into the water before he could regain control. If he had been 200 feet high he could have recovered.
Mr. Hawker is only suffering from slight bruises.

British Intentions.

The Rt. Hon. Winston Churchill has sent a message to the "Daily Mail" saying:—"The competition is of real value to British flying. Though we started last, we must persevere until first place is gained and held."

GOODWOOD ITEMS.

Policeman as "Welsher."

Goodwood, like every other race meeting, has its seamy side. Its existence was brought home forcibly to those in the privileged parts during the luncheon interval. A man, dishevelled and bearing marks of violent handling, was seen to run on to the course from the popular side behind the railings with a shouting and excited mob in pursuit. He made straight for the Grand Stand enclosure, and to the astonishment of the well-dressed crowd, who were quietly taking their afternoon promenade, the hunted one scaled the high railings and tumbled over into their midst. One of the rabble struck him heavily on the head with an umbrella as he was toppling into safety. "A welsher," was the thought of the more curious of the Grand Stand visitors, who, accepting the intrusion as a sporting event, gathered round the dazed and exhausted runner. That was what the mob who were still shouting exhortations at him through the railings thought too, but all were wrong.

It was a plain clothes police officer who had been doing his duty for the protection of the unthinking crowd which, had been chasing and beating him. He was in the act of arresting two card-sharps who were practising their wiles on some of the simple souls who are to be found in such surprising abundance on every racecourse, but a three-card-trick table is seldom in the case of so few as two people. A band of confederates hustled the police officer, raised the cry of "welsher," and set on the crowd to begin the chase which ended on the Grand Stand lawn. The unfortunate police officer was eventually helped away by some constables in uniform. Irony, even on a racecourse, could scarcely further go. Knavery, however, is not confined to the popular side. The only serious complaints which the police received on the first day were if the spinner can get the raw article cheap enough, cheaper, that is, than he can now buy it from China. The solution of the difficulty is said to lie in the co-operation of the grower and the spinner. If the former will undertake the cultivation, spinners in Europe and in the United States will be ready to enter into agreements with them, whereby they will pay them a price per bale which will show an immediate profit. It is said that the planters will find the cultivation of ramie far more profitable than some of the crops they now grow.

Some excitement was caused about noon by a fire which broke out in the large luncheon tent under the trees. Its gauzy curtains were soon blazing, but the greater part of the tent was saved by the prompt use of fire extinguishing appliances.—"Times."

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

The fighting at Nanking has been severe but undecided.
The famous bookseller Mr. Bernard Quaritch is dead.

American troops have been ordered to the Mexican border.

Mr. Hickory Wood, librettist of Drury Lane pantomimes, is dead.

The new Japanese battleship Kongo has left Devonport for the Far East.

The Mexican situation has appeared strained, but latest advices show that it is more hopeful.

The British Imperial Exhibition claims British support in preference to the Panama Exhibition.

The Palace of Peace has been inaugurated at the Hague, and Mr. Carnegie was decorated by Queen Wilhelmina.

An elaborate programme for preparation of athletes has been issued by the British Olympic Games Committee.

A deputation of London strikers has demanded the dismissal of all non-Unionist painters at the Office of Works.

Shanghai won the long plunge and the team race in the inter-port contests and Hongkong secured the 100 yards.

It is officially stated that the arrest of Senators and Representatives in Peking were affected upon information from Shanghai.

While Mr. Asquith was golfing at Lossiemouth he was attacked by two suffragists, who dragged him about and knocked off his hat.

A telegram explains the accident to Mr. Hawker's water-plane, which Mr. Hawker describes as a ghastly piece of bad luck.

A serious fire broke out on board the grant liner "Imperator" while at the docks in New York, the Second Officer and a seaman being suffocated.

LOCAL.

Mention is made to-day of new lecturers for Hongkong University who are due to arrive shortly.

The next meeting of the Council of the Hongkong Football Association will be held on September 4.

Satisfactory progress is being made on the new site of the Kowloon Railway station. The actual work of erection has not yet begun.

DON'T FORGET.

TO-DAY.

Victoria Theatre, 9.15 p.m.
Bijou Scenic Theatre, 9.15 p.m.

TO-MORROW.

Victoria Theatre 9.15 p.m.
Bijou Scenic Theatre, 9.15 p.m.
Bijou Gymkhana 3.15 p.m.
Hongkong Jockey Club, Subscriptions Griffin, meeting at Jockey Club office, 12.30 p.m.

Tuesday, September 2.
Auction of H.M.S. Alacrity, on board, 11 a.m.

Auction of H.M.S.S. Handy and Janus, 11 a.m.

Moonlight Bathing North Point 9.15 p.m.

Saturday, September 6.
Concert at Theatre Royal, 9.15 p.m.

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Hongkong, 16th August, 1901

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Hongkong, 20th April, 1911.

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Hongkong, 1st Aug., 1912. [55]

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GOOD SERVICE. RATES
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trains and steamers. Luggage are
ranged for without any trouble to
guests.
Hongkong, 1st Feb., 1912. [18]

MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1013.

Developing, Printing & Enlarging
Hongkong, 18th July, 1912. [4]

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The earliest thermometers were
of the expansion type, and were
due to Galileo. They consisted
of a glass bulb with a capillary
tube attached, the bulb being
filled with alcohol which expanded
with temperature, the expansion
being indicated by movement
of the alcohol up or down the
capillary. The scale on the
thermometer was purely an
arbitrary one, and it was not
until Hooke, in 1681, suggested
the melting-point of ice, and the
boiling-point of water, that any
attempt was made to obtain a
fundamental scale of temperature.
Thirty years afterwards in 1714,
Fahrenheit suggested his scale.
As the Fahrenheit scale is still
the one almost universally used
by English and American en-
gineers, it may be of interest to
know how Fahrenheit obtained
his scale. The explanation
generally accepted is due to the
late Dr. Gamgee. The lower
fixed point of the scale was de-
termined by a mixture of snow
and salt, and the upper by plac-
ing a thermometer under the
arm-pit, or inside the mouth of a
healthy man.

South China Morning Post.

The Round-Britain Flight.

While the nation condole with
Mr. Hawker in his misfortune,
after covering over two-thirds of
the route laid down by the con-
ditions of the race, it congratulates
him upon a marvellous display of
pluck and endurance. He has also
proved beyond a doubt that the
"seaplane," to give his machine
its nautical name, is destined to
become a most important factor
in the new art of locomotion
through the air. This
fact has already been re-
cognised by the Admiralty but to
Mr. Hawker belongs the credit so
far of having given the most
conclusive demonstration of the
capabilities of a British-made
machine. The naval manoeuvres
greatly enhanced the value of the
"seaplane" in the opinion of the
Admiralty and the captains of
nearly all the battleships that
took part have written asking
that their vessels be equipped
with them. The position is there-
fore that the Admiralty is anxious
to acquire airships and "sea-
planes" as quickly as possible.

Daily Press.

A Busy Department.

Few people probably realise
the extent of the excellent work
done in this Colony by the
Department hitherto known as
that of the Registrar-General,
whose title, however, has recently
been changed to that Secretary
for Chinese Affairs, which gives
a better idea of the duties under-
taken by the Department. Mr.
Hallifax's Report, on the work of
the Department in 1912 was laid
on the table of the Legislative
Council yesterday, and it will not
be without interest to glance
briefly at its contents. It
deals with the useful work
done under the Ordinances for
the protection of women and girls,
with emigration, the registration
of Chinese householders, the ser-
vices rendered by the district
watchmen, the important work of
the Tung Wah Hospital (which
comprises not only the treatment
and care of the sick but manifold
other charitable work, extending
to famine and flood relief in the
neighbouring provinces), also of
the Chinese public dispensaries
and the district plague hospitals,
the regulation of clubs and
societies, the supervision of
charitable funds, and much other
work of a varied character.

For a good solid meal a la
Carte or Table d'Hôte with
Wines & Liquors of the Best
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GENERAL NEWS.

The Bank of China.

Chou Tze-eh, formerly Tutor of Shantung, has been gazetted Principal of the Bank of China. His name continues to be associated with the Ministry of Finance.

Ex-journalists and Rubber

In the F.M.S. rubber estate managers appear to find that journalistic experience is a qualification that aids applicants for a billet in finding a position. In the near neighbourhood of Penang, says the local Gazette, there are no fewer than five ex-journalists engaged in the planning industry.

Schools in England and Wales.

According to the statistics of Education, there were on July 31, 1912, 21,357 recognized schools in England and Wales, providing accommodation for 6,909,794 children. There were 8,530 council schools with accommodation for 4,009,614 children, and 12,818 voluntary schools accommodating 28,810,150 children.

Handwriting expert's death.

The death occurred on July 25, at Harley Road, South Hampstead, of Mr. Thomas Henry Gurin, an expert in handwriting, in his 67th year. Mr. Gurin, from his evidence in many civil and criminal cases, established a reputation for the identification of handwriting. One of the most important cases in which he was called as a witness was the Beck case, in which he had eventually to admit that he made a serious mistake.

Mine disaster in India.

A report has reached Calcutta that a terrible disaster has occurred at Jamodoba mine. A surface stream burst through the workings and there was at once a wild rush for safety. Seven men, however, are reported to be drowned. The magistrate and the mines inspector are on the spot, but the bodies cannot be recovered for weeks as there is so much water in the mine. It will take at least a month to pump out the workings.

President Yuan's Son in Europe.

Yuan Ko-ching, the eighth son of President Yuan Shih-kai, coming from Peking by the Trans-Siberian Railway, has arrived at Brussels. He has come to Europe to complete his studies, and is accompanied by his tutor, Mr. Yen Chiu, formerly Minister of Public Education. Yuan Ko-ching, who proposes to visit the different capitals of Europe, has not yet definitely decided which college he will attend, but a Brussels report says everything points to his choosing the University in that city.

England and Belgium.

The festivities at Antwerp in commemoration of the fiftieth anniversary of the abolition of the Scheldt tolls, recall a notable service rendered by Great Britain to Belgium. In 1839 the latter country assumed responsibility for the Scheldt shipping tolls due to the Dutch Government, but the payments were a severe drain on the Belgian Treasury. In 1863, owing to the support of Great Britain, Holland agreed to forego all right to the tolls on payment of about £1,500,000. Since then Antwerp has developed until it is now one of the largest ports in the world.

Devastating Power of the Common Fly.

An inquest was held at Liverpool on August 5 on the body of an unknown woman, aged probably between 35 and 40, found recently in a cornfield at Waterloo, Liverpool. It was stated that no one had come forward to identify the body, and there was no evidence to show the cause of death. The police surgeon, who had made a post-mortem examination, said the body was in a very advanced state of decomposition; the greater part of the face was completely gone, as also was the flesh from the legs and arms. There must have been some violence, accidental or otherwise, but owing to the condition of the body it was impossible to say. It was the most striking example of the devastating power of the common fly he had ever seen.

SERVICE MATTERS.

Home Leave.

Leave of absence on private affairs has been granted to Lieutenant F. J. Wyley, 1st Bn. K.O.Y. L.I., from September, 1913, to May 2, 1914, with permission to proceed to the United Kingdom.

61 Co. R.G.A.

At the regimental theatre of the Royal Garrison Artillery, Rangoon, on the 11th inst., Brigadier-General Johnston, commanding the Rangoon Brigade, presented to Captain Gunter, on behalf of 61 Co., R.G.A., the cup presented to the company by Sir Robert Seaton for their good shooting and good conduct during their stay in Rangoon.

Officers of the 40th Pathans.

The 40th Pathans have the reputation of containing more travelled officers than any other regiment in the Service. The current issue of the journal of the United Service Institution of India contains two articles by officers of the 40th, one by Lieutenant Gowle, who has just returned from Northern Persia, and the other by Lieutenant Campbell, who has been studying the Dutch troops in Java.

The Kent Arrives Home.

The cruiser Kent, Captain Allen T. Hunt, after more than seven years' service on the China Station, arrived at Plymouth on 30th ult. and left for Portsmouth to pay off and undergo a thorough refit, including the retubing of her boiler. The Kent has been 7½ years absent from Home waters, having had her crew completed at Chatham on Jan. 2, 1906, for service in the Far East. She has been thrice recommissioned with new crews—at Singapore in 1907, at Colombo in 1909, and at Singapore in 1911.

New Admiralty Order.

An Admiralty order directs that the captain of a ship or the senior officer of more than one ship, on anchoring at a foreign port where there is a fort or battery or where a ship may be lying, shall salute the national flag with 21 guns on being satisfied that the salute will be returned. The salute shall be on each occasion that a ship visits a foreign port, except in the case of a ship leaving the port temporarily, when, by agreement with the local authorities, the salute may be dispensed with. This rule has been concurred in by the Maritime Powers generally.

P. and O. Boats as Troopships.

The current issue of the P. and O. sailings tables states that four of the company's steamers have been chartered to the Admiralty for service in the transportation of troops in the coming season, viz., the Dongola and Plassy for Indian work, and the Sudan and Somali for Imperial trooping service. It is further announced that six of the company's passenger steamers will be despatched in the coming autumn at fortnightly intervals from Marseilles to Calcutta direct, and that this programme will be repeated next year, as there have recently been indications that such a service would be appreciated by the Indian travelling public.

British Naval Strength.

Discussing the British naval manœuvres, the "Temps" (Paris) notes that the number of units placed on a war footing far exceeds that of any previously assembled in similar circumstances. The journal points out that the British Fleet is the only one which can give to each side during manœuvres the number of units that might be opposed in warfare, and says that the proportion between the defending and the attacking forces corresponds with the number of the British and German Fleets. In conclusion, "the Temps" remarks that, whatever may be the result of the approaching operations, it can produce no change in the conviction of Great Britain's colossal maritime power. Great Britain has given a most stirring proof of her strength by placing on a war footing without a hitch, in one day and at a given hour, a force which no coalition could equal in tactical composition, homogeneity, and cohesion, even if they could equal it in numbers.

N. Y. K. AND B. I.

The Cutting of Freight Rates.

The last monthly report of the Calcutta Chamber of Commerce says:—

During the month, the committee had before them a request from the Bombay Chamber of Commerce, for an expression of opinion upon a representation from the Bombay manager of the Nippon Yusen Kaisha on this subject. The following assertions were made in the representation, namely:—

(A) That the subsidy received by the Nippon Yusen Kaisha from the Japanese Government is only for the maintenance of special lines under mail contracts.

(B) That the Calcutta line of the Nippon Yusen Kaisha is not among these special lines, and that consequently it receives no subsidy.

(C) That it has therefore to face unassisted the State aided vessels of the British India Steam Navigation Co., Ltd., who are paid by the Government of India a lump sum under their agreement for coasting services.

(D) That the Nippon Yusen Kaisha have tried, but have failed, to induce the British shipping companies to work with them; that they are following these companies' current rates of freight; and that the responsibility for cutting does not therefore rest upon them.

In dealing with the statements, the committee pointed out that, so far as they can ascertain, the amount of the subsidy paid by the Imperial Japanese Government to the Nippon Yusen Kaisha is yen 5,087,796, or more than Rs. 76 lakhs yearly. This sum represents upwards of 23 per cent. on the paid-up capital of the Nippon Yusen Kaisha. It follows therefore that, even if the steamers work at considerable loss, the subsidy still enables the company to pay a dividend. An annual subvention on such a scale is clearly not a mail subsidy. It must be for the purpose of enabling the company to compete with foreign companies, and to extend Japanese trade. As regards (b) it seems to be merely a technicality to say that the subsidy does not cover the Calcutta line. For obviously it is sufficiently heavy to enable the Nippon Yusen Kaisha to run such a line even at a loss. In answer to (c) the committee said that the subsidy paid by the Government of India to the British India Steam Navigation Company is 10½ lakhs. This sum is granted specifically for the provision of regular, frequent and fast sailings on sixteen lines the trade on which would not, it is admitted, suffice to maintain vessels equal to the postal requirements. The subsidy works out to less than 1s. per mile; and it cannot be compared with the enormous sum paid to the Nippon Yusen Kaisha by the Japanese Government. Moreover, the other British companies in the Indian coasting trade are not subsidised by the Government of India at all. With reference to (d) the committee quoted cases where rates lower than those charged by the British lines have been introduced by the Japanese company. And in conclusion they remarked that no reference was made by the company's Bombay manager to the fact that, by the Japanese navigation laws, British steamships are precluded from carrying passengers, or goods, from one Japanese port to another. It was assumed in the letter that the Nippon Yusen Kaisha are entitled as of right to participate in the Indian coasting trade. But no explanation was offered as to why, if this is so, the British lines are not similarly entitled to participate in the Japanese coasting trade. The committee suggested to the Bombay Chamber that the attention of the Nippon Yusen Kaisha should be pointedly drawn to this omission, and that their views on the subject should be invited.

Appointed to Singapore. Major E. L'E. Whitehead and Second-Lieutenant M. A. B. Johnson, from No. 40 Company, R.G.A., at Dover, have been appointed to Singapore.

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TO LET.—(from 1st July 1913) No. 2 Mountain View, The Peak. Apply LINSTED & DAVIS, Hongkong, 9th June, 1913. [345]

ENGLISH TENNIS PLAYERS.

McLoughlin's Opinions on the Best Men.

Maurice McLoughlin, the hero of the Davis Cup matches, is the essence of modesty and very loath to blow his own trumpet. In conversation with a special correspondent of the "Manchester Guardian" after the match which won the Davis Cup for America he said: "Our success is gratifying because we have trained hard to achieve it. America sets a great price on the Davis Cup. It was her idea, it was her enthusiasm for it, which in the darker hours kept the competition going. I think we deserve the organisers who sent us to England. I mean—some congratulation."

The American champion spoke of the difference between the English climate and his own in California, and said he thought the damper atmosphere of England induced muscular strain and might cause a serious upset of form.

He liked best the warm spell experienced in England in June. "I was fittest then, playing my best then, and I think that the subsequent rain early in July was one of the main reasons why we lost some form at Nottingham and at Wimbledon against Canada."

McLoughlin was not satisfied with his ground strokes in England. He did not think his backhand was so weak in America, and he attributed the difference to the change in conditions and the slower type of game pursued in England.

He considered Wilding the best man he had met in England, and he placed Parke second. "Parke was much better against me in the Davis Cup match than in the championship, while I don't think I was serving so well and I was certainly much more liable to net the return of service. I was not at my best against Roper Barrett in the first round of the championship."

McLoughlin thought Barrett's volleying in the doubles had been underestimated, and not enough credit given to Hackett for his tactical skill and judgment in the critical fourth set. He considered the American victory in this match the best of the whole tour.

McLoughlin had nothing but praise for the English officials, and promised to come back next year if his employer (in the real estate business) would release him. He was very anxious to win the championship.

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The Hongkong Telegraph.

HONGKONG, FRIDAY, AUGUST 29, 1913.

THE "DOMINION HOUSE."

As briefly stated in yesterday's "Telegraph," we have received from Home a pamphlet setting forth Lord Grey's scheme for the establishment of a "Dominion House" in the heart of London. For a long while there has been a feeling among those most interested in the strengthening of the commercial and industrial side of the Empire that people in London, and in England generally, know all too little of the resources and progress of the dominions overseas; and Lord Grey points out that this ignorance is largely due to the fact that there has been no central bureau of information on the subject; no "head office" or permanent home, as it were. Stress is laid on the fact that, in London, every interest in life is symbolised by some building, some material head quarters—save this most important one of the great colonies. Religion is represented by Westminster Abbey or St. Paul's, the monarchy by Buckingham Palace, the constitution by the Houses of Parliament, the book world by the British Museum library, science and art by the huge buildings at South Kensington; and so one might go on; whereas Greater Britain has no definite London home or symbol at all. Those of our readers who are familiar with the Metropolis know that, here and there, dotted about, are emigration offices, head quarters of syndicates, societies, etc., offices of Colonial agents and so forth; but not one of us could say off-hand where any particular office is situated. We may have hazy recollections of having seen sheaves of Canadian wheat or emigration pamphlets exhibited in some window in Spring Gardens, or the Strand, and that is about all.

The promoters of the Dominion House plan claim—and reasonably enough—that if all these dozens of offices, etc., were centralised under one roof, an enormous amount of time and trouble would be saved to the ordinary information-seeker; and this is but the least of the many advantages that should accrue. The writer of the pamphlet scores heavily by pointing out that London "is not only a city of 8,000,000 inhabitants but is also the centre of consciousness of the whole British Empire;" and from that he again proceeds to emphasise the power and value of symbolism where mankind is concerned and the need for outward and visible signs that will serve to illustrate what would otherwise be mere abstract ideas.

Having established some such central home, the promoters would proceed to convert much of it into "a continually revised exhibition," with bureaux for supplying information as to tariffs, productions, means of transport etc. in the various Dominions; for, as Lord Grey pointed out to the County Council last February, by that means the attention of the Home consumer would be focussed on Colonial products in a manner that is at present impossible. The site on which the promoters have decided (if all goes well) is the huge plot lying within the curve of Aldwych, and, to show that they are in earnest over their project, they have secured—at the rate of £3,000 a year—a three years' option on the ground, vested in a syndicate of which Lord Grey is Chairman, other Directors being Sir Starr (Dr.) Jameson, Lord Plymouth, Sir J. Henniker Heaton, Mr. McLaren Brown and Mr. Harry E. Britain. These names, it will at once be seen, are something of a guarantee that the scheme would be carried out in an unquestionably practical and thorough-going manner. During the coming three years there will be ample time to decide whether the Dominion Governments will make themselves jointly responsible for purchases, building etc., or whether it will be left to the present syndicate to raise funds and, when the building is completed, to act as landlords to the Governments. Nowhere will the scheme be more readily welcomed than by those who live overseas, for, as everyone in Hongkong who has been Home on vacation is aware, at present the returned Colonial has a feeling that London "has no time" for his adopted home, is too self-engrossed, or else too ignorant of what the regions overseas really mean to the Empire, to spend much thought on them. The proposed building should do away with half this ignorance before it is a year old, if properly managed. In the meantime we confess we should like to hear that some definite preparation is being made so that, when the Dominion House is built, time is not wasted in gathering together its future tenants. Why cannot the new movement begin at once in a small way, by converting (say) the Imperial Institute—which was over a white elephant into a Colonial Museum with temporary quarters for the various agencies etc.? For it must not be forgotten that John Bull is a queer beast where innovations are concerned, and that it is always well to break him in gradually to any change.

A Growing Evil.

Reference was made in this column some little time back to the occupancy of hitherto European houses in Kowloon by Asiatics, chiefly Chinese and Filipinos. We again revert to the matter because of the fact that the situation is becoming worse every week. Yesterday in a walk round the localities in which most of these small four-roomed houses are situated, we were surprised to see to what extent this "colour invasion" has attained. If the habits of these people were clean and orderly, there would be much less cause for complaint. But after what we saw yesterday we are not surprised that Europeans are deserting these tenements. Some of the houses now occupied by Asiatics are on the way to becoming the filthiest hovels in the Colony.

A Word to Landlords.

The landlords have a responsibility in this matter, though they scarcely seem to realise the fact. Where is their sense of public duty? Is it stifled in the anxiety to rake in the dollars and cents? We hope not; but it looks very like it. If they could but see it, they are following a shortsighted policy. The better the class of tenant, the better the state of the house. But if houses of the type mentioned are thrown open to all and sundry, irrespective of colour, the greater will be the difficulty of securing good class tenants in the future. The greatest hardship of the whole matter, though, is that Europeans are being driven out of the only moderate-rental houses on the peninsula.

A great, albeit an exceedingly modest, scholar has passed away in the person of Mr. Bernard Quaritch, whose death Reuters wires this morning. He and his great rival, Mr. Westall, who died about a year ago, were so far as are aware, the only two survivors of the little company of second-hand bookellers who, thirty years ago, in London, Edinburgh, Manchester or Birmingham, were recognised and deferred to as connoisseurs by the most scholarly men in the land—Gladstone, Lord Acton and Dr. Richard Garnett among the number. No book-lover could pass his window in Piccadilly without a long and wistful stare at its contents, while, if one happened to have money in one's pocket, it was fatal to go inside for a "look-see;" the chances were a thousand to one that the book which one had been wanting for years had just arrived; the bargain of a lifetime. Alas! Mr. Quaritch's prices were high; it is not in Piccadilly that you find the "tuppenny box."

Interpret Swimming. Hongkong swimmers have had rather the worst of the events decided at Shanghai last night, and the representatives of the Northern part led by ten points to five. Cooke and Finch were first and second respectively in the hundred yards race, but the two other events decided went to Shanghai. There are still a number of events to be run off, however, in which the Hongkong men have a strong chance. Finch should be good enough for the 440 and the 880 yard races, and Hongkong should gain points there. Cooke seems good enough for the 220, and Colmer has a very fair chance of annexing first place for throwing the pole ball. In the team races, the visiting team is usually at a disadvantage, for the homesters can choose half a dozen men from amongst a big number, while the visitors have but ten from whom to choose, and some of these perhaps merely water polo players. All things considered, however, the Hongkong men are still far from beaten.

TAKEN IN CHAMBERS.

Among the cases that were called on this morning before the Puisne Judge, Mr. Justice Kemp, was one in which Li Kin Tong sued Bernardine Basto, to recover the sum of \$550. Mr. Sydenham Dixon, of Messrs Wilkinson and Grist, appeared for the plaintiff, and Mr. F. B. L. Bowley, of Messrs Denny and Bowley, for the defendant.

Mr. Bowley asked that the action should be transferred to the Original Jurisdiction and made a counterclaim in the actions filed there.

Mr. Dixon, opposed and the matter was adjourned until tomorrow, when it will be dealt with in chambers.

DAY BY DAY.

"The will of the people is supreme. If fraud and rascality exist, it is because we elect rascals to office."

The Mails. Siberian Mail.—Despatched per s.s. Devanha at 7 p.m. yesterday.

French Mail.—Arrived per s.s. Magellan last night.

Siberian Mail.—Arrived per s.s. Arcadia this morning.

Siberian Mail.—Despatched per s.s. Magellan at 10 a.m. today.

English Mail.—Closes per s.s. Monteagle at 11 a.m. tomorrow.

Siberian Mail.—Closes per s.s. Linan at 5 p.m. tomorrow.

Signals Down. The red typhoon signals were lowered at 5.30 a.m. today.

A Visitor of Note. Dr. S. J. Howell, of Buffalo, is now staying at the Hongkong Hotel.

Coolie Injured. A coolie who was repairing an electric wire at S. Glenale, had his hands injured by falling from a ladder.

The Shanghai Pilot. Captain Ehrhardt, the Shanghai pilot who will take the s.s. Tenyo Maru out, is staying at the Hongkong Hotel.

Trial Trip. The trial trip of the new steamer Tai Wing, (Captain J.S. Lewington), belonging to the Kwong Sai Navigation Co., Ltd. is to take place on Sunday.

The Banknotes. Another Chinese was remanded at the Police Court, this morning, in connection with the banknote seizure. The case will be heard on Thursday next.

Alleged Assault. A coolie has been sent to hospital, from 58 Des Voeux Road Central, suffering from injuries alleged to have been inflicted by a man who has absconded.

Dust Cart Accident. A dust cart is alleged to have knocked down a servant girl aged 13, this morning. She refused to go to the hospital. A man was arrested and remanded.

The Murder Case. The hearing of Causeway Bay murder case was continued at the Police Court, this afternoon, before Mr. Hazeland. Inspector Mc. Hardy, who gave evidence yesterday, was recalled.

Government Money Missing. The police have received a report from Mr. E. A. Irving, of the Education Department, to the effect that a clerk has cleared off with \$125, the property of the Government.

More Police for Macao. A draft of seventy-five Portuguese police arrived by the French mail last evening from India. They left by the Sai An this morning for Macao to strengthen the police force there.

Alleged Base Coining. When Sergeant Adlington issued a warrant at 79, First Street, he found 433 partly made counterfeit twenty cent pieces, a piece of silver and a melting pot. A man was arrested.

Chinese With Queues. Two Chinese wearing queues, were brought before Mr. Hazeland, at the Police Court, this morning, charged with being in unlawful possession of opium. The first man was fined \$84 and the second \$17.

Banknotes in Making. Sergeant Ogg, with a number of police, executed an opium warrant at 130 Wanchai Road, and whilst searching for opium, printing plant for the manufacture of banknotes, and a large quantity of partly prepared Chinese notes were found.

Struck by Stones. A woman from West Point, has been sent to the hospital suffering from injuries caused by being accidentally struck by some stones alleged to have been discharged during blasting operations in Jubilee Road, near Pokfulam.

Thief Jumps Overboard. Captain E. Bent, of the s.s. Tenyo Maru, has reported to the police that a Chinese arrested on board for larceny, jumped overboard, with his hands tied, whilst being detained for the police. The man was drowned, and the body has not been recovered.

KOWLOON RAILWAY STATION.

Satisfactory Progress being Made on the New Site.

Though as yet the actual work of erecting the proposed new terminal station building on Kowloon Point has not begun, save for the excavation of the foundations, considerable progress is being made in the laying out of the passenger station yard. Already the brickwork platforms have been laid down, and the crossings are on order from Home. They are expected to arrive shortly, and it is hoped that the new site will be in use by the end of the year. Some sort of temporary structure will probably be erected pending the raising of the new station building. The line has not yet been diverted, but when this is done that portion of Salisbury Road at present occupied by the permanent way will be restored to public use.

It is worth while recalling some of the main features of the new station, and yard. The station yard will extend over an area of some 1½ acres from Holt's Godowns at Blackhead's Point to the present Kowloon Ferry Pier, on the north side of Salisbury Road. Provision is to be made for a double line of way from Hang Hom, spreading out to 7 or 8 lines of way on entering the Station Yard. Only two or three lines of way will be laid in the first instance, further lines being laid as requirements necessitate.

The new ferry pier half-way round the curve in the sea wall at Kowloon Point, which will be capable of accommodating two ferry boats at a time, is gradually assuming shape, and every day gangs of workers may be seen pushing forward its construction. When completed, this pier will release the present ferry pier for police and public purposes.

As to the station building itself, we understand that the plans have been submitted to the Government from Mr. Hubback, the expert architect from Singapore who was entrusted with its design; and they have been sent back with one or two small modifications made. The building will be of brick and granite and the plans show that it will be a magnificent structure. Seen from the harbour and from Hongkong, it will present a most imposing appearance. It is to be two storeys high and the massive coping will be supported on a series of tall columns about 30 feet high, on the sides facing west and south; while the Clock Tower, 130 feet high, situated at the south west corner, will undoubtedly enhance the appearance of the building. The portico, in the form of an advanced colonnade, will be some 60 feet by 14 feet allowing passengers to enter the building in wet weather from their vehicles, under shelter, while a further covered way will reach from the Clock Tower to the Ferry Piers.

On entering the building by a flight of some four or five steps one will be immediately confronted with the Customs Office and Barriers, first and second class passengers moving one way, third class the other, through wicket gates into the vast covered concourse, some 150 feet by 80 feet, in the centre of which will be the Booking Office, and beyond more wickets will be the various platforms, of which there will eventually be three, all capable of receiving a train on each if necessary. On the ground floor accommodation will be provided for Station Master's Office, Telegraph and Parrels Office, First and Second Class Waiting Rooms, (General, and for Ladies), First and Second Class Refreshment Room, Third Class Waiting Room, and Third Class Refreshment Room, Customs Officers' Room and Strong Room, Rooms for Police, Porters, Guards, etc., Railway Post Office and the Traffic Superintendent's and Traffic Clerks' Office. By a stair-way under the Tower the second storey will be reached on which will be accommodated the various offices of the Railway Administration.

The building will be capable of extension on the south side in the direction of Blackhead's Point.

HONGKONG UNIVERSITY.

New Lecturers Arriving Shortly.

We are informed that Dr. T. Stewart has been appointed a Lecturer in Mathematics in the University of Hongkong and is expected to arrive in the Colony early in September. He comes to Hongkong from the University of London, in which he has been a member of the Faculties of Science and Arts and a Lecturer in Mathematics for the past six years. He has had a very distinguished Academic career, holding the degrees of Doctor of Science and Master of Arts of the Royal University of Ireland and Bachelor of Arts of the University of Cambridge. He commenced teaching in the Royal University of Ireland and was awarded a Fellowship in that University for some brilliant work in Hydrodynamics and allied subjects. Dr. Stewart has published many original papers on mathematical subjects and has been an Examiner in the Royal University and for the Civil Service Commission.

We understand that Mr. E. J. Surman, B. Sc. (1st Class Honours) Lecturer in Materials in the Hongkong University, will also arrive early in September and that a Lecturer in Structures will join the staff a few days later. Thus it will be seen that, when the new Session commences, there will be several additions to the Senate of the University. We are pleased to be able to add that the whole of the equipment for the Engineering Departments has been promised by British Manufacturers, and that the very expensive electrical apparatus for the Power Station, the Electrical Machinery Laboratory and the Electrical Technology Laboratory has—largely due to the personal efforts of Lord Amphil—been guaranteed by the British Electrical and Allied Manufacturers Association, of which Lord Amphil is the President.

CONCERT PROGRAMME.

The following is the programme for the concert and variety entertainment which will be given at the Theatre Royal, on Saturday September 6, in aid of the Diocesan Girls' School Building Fund:—

PART 1.
Selection, Orchestra, 2nd Bn. D.C.L.I.
Song Mr. C. P. Hay.
Piano Solo "Liebestraum" Liszt. Miss Hoskyn.
Song "Slave Song" Teresa del Riego. Mrs. Hogg.
Trio for two Violins and Piano Mrs. Aubrey, Mrs. Murray Scott, Miss Orr.
Duet "Kingfisher Song" Finden. Mrs. Hunter and Mr. C. P. Hay.
Concerto for Piano and Orchestra Mr. Denman Fuller and Orchestra, 2nd Bn. D.C.L.I.

PART 2.
Selection, Orchestra, 2nd Bn. D.C.L.I.
Scene Operatic, Miss Rose Red assisted by "The Out of Sights."
Black and White Dance, Tambleova and Bodkin.
A Negro Courtship, Maimie and Sambo.
Living Marionettes, Mr. P. J. West.
Butterfly Dance, Madlle Chrysalis.
Chanson du Midi, Senora Cigarito and her Bandora.
Senside Sarenade, Mr. High Tide assisted by "The Pebbles on the Beach."

NO INSTRUCTIONS.

Mr. G.A. Woodcock, Assistant Crown Solicitor, mentioned the case of Lau King Cho v. H.P. Winslow, in which the plaintiff is claiming the sum of \$1,000, to the Puisne Judge, Mr. Justice Kemp, at the Summary Court this morning. He informed his Lordship that Mr. Winslow was at present in Japan and, as the Crown had not yet received any instructions, he applied for the case to be adjourned sine die. The application was granted.

MALE EMIGRATION.

Returns for 1912 show a Falling-off.

The report of the Registrar General for 1912 states:— It might have been expected that owing to the unsettled state of the interior after the Revolution the volume of emigration would have considerably increased in comparison with former years. On the contrary, however, all the returns of "assisted" emigration show a marked falling off as compared with 1911. The reason of this striking decrease was presumably that after the collapse of the rubber boom in 1910 and 1911 very few further plantations were opened during the year and the demand for coolie labour fell off accordingly.

The total number of emigrants presented for examination was 21,458 as against 34,087 in 1911. The number of those examined who refused to proceed was 705 or 3.28 per cent, as compared with 3.6 per cent in 1911; the total number rejected as unfit for labour whether by the Emigration Officer or the doctor was 2,531, a percentage of 11.9 as compared with 12.2 in 1911.

As in 1911 it appears from the Tables as if only a percentage of the difference between the total number presented (21,458) and the number allowed to proceed (14,798), viz., 2,531 out of 6,760, can be accounted for. The discrepancy is, however, due to the fact that large numbers of emigrants who express their willingness to go abroad at the first examination change their minds afterwards and do not come up again, and that many who are rejected or have passed the first examination for one port begin the process afresh for another port; and so appear twice or even more often in the total of "emigrants presented."

During the year there was a steady demand for labour from Deli, Sumatra. The emigration is managed through a Dutch firm in Swatow where all emigrants are brought by the labour recruiters, medically examined, and shipped direct to Sumatra. Towards the end of the year a considerable number of these emigrants passed through Hongkong en route for Swatow and Deli, and many of the emigration boarding houses in the Colony took advantage of the slackness of other business to house these emigrants. The emigration was at first carried on secretly though in fact it involved no breach of the law, and it was only when falsification of the boarding house registers in order to conceal the truth was detected and punished, that petitions were sent in to carry on the business openly. The only obstacle in the way of recognising and regulating this form of emigration was that the Dutch Government in Sumatra was in no way interested—as it is in Banks and Billiton—in the importation of such coolies to labour on the tobacco plantations and there was therefore no guarantee that the terms of the contract would be carried out by the employers. Since, however, enquiries made of the Consul General for Netherlands India proved satisfactorily that this form of emigration approached more nearly to "Kangany" system than any other in this Department, and as the whole emigration seemed entirely successful and well managed.

UNCLAIMED TELEGRAMS.

Great Northern Telegraph Company.

Choeijiauw, Tjikowlong, Batavia.
Dobbins, Hongkong Hotel, Shanghai.
Hayes, Shimomoseki, Kenkomaru Mitsui, Kota.
Kwongyowling 97 Hongloek Road, Yokohama.
Wingcheunglee Winkat Street, Yokohama.
1130 5238, Amoy.
3789 0754 7311, Peking.
3387 0086, Shanghai.
6007 3809 4149 4108 0833 1120 6870 0005 4102 7160 0924 5714, Shanghai.
1684 5128 5012 0794, Peking.
5940 2490 0375, Hankow.
1742 3928 4529, Amoy.

TOMMY LOGAN TO THE FORE.

Wins Championship of Tsingtau: 100 Metres.

We have been supplied with some information concerning Tommy Logan, the late Hongkong swimmer. It is stated that here in Hongkong he put up 60 secs. for the hundred yards, and that time has not been touched by any swimmer in Hongkong.

At Tsingtau he won the championship over 100 metres in 1 min. 23 secs. The world's championship for the distance is 1 min. 2 4/5. For this win he received a silver cup valued at \$50. His team won the polo match, Logan scoring eight goals. In the team race over 100 metres, he did his best in 1 min. 14 secs. and his team won. In the championship he beat his opponents out of sight. His time of 60 dead for the 100 yards would have made the interport time of yesterday look very mean if he had been swimming and reproduced the form.

GAS COMPANIES CLAIM.

Were there Grounds for Adjudgment?

The case of the Hongkong and China Gas Co. Ltd. v. the Kwong Yau Sang, in which the claim is for \$27,84, was mentioned this morning in the Summary Court before Mr. Justice Kemp, Puiene Judge.

Mr. Sydenham Dixon, of Messrs Wilkinson and Grist, appeared for the plaintiff, and Mr. R. C. Faithfull for the defendant.

Mr. Faithfull:—Will your Lordship adjourn this for a week?

Mr. Dixon:—There is no defence to the action and I have my client here to prove my case.

Mr. Faithfull explained that this was a case in which a petition in bankruptcy had been filed, and which was to have been heard on the ninth of this month. It had, however, not come on, and he would like the case adjourned until next week so that he might see the Official Receiver in the matter.

Mr. Dixon:—That is no grounds for adjournment.

His Lordship:—They might want judgment all the same.

The case was fixed for tomorrow, in chambers.

HONGKONG FOOTBALL ASSOCIATION.

The next meeting of the Council of this Association will be held on Thursday next, September 4, at 5.30 p.m. sharp at Messrs. Shewan Tomes & Co.'s Buildings.

Each club or League in membership is asked to send two delegates.

"A SIMPLE CASE."

This morning in the Summary Court, before Mr. Justice Kemp, the case was mentioned in which Ross Morris is suing Sybil Rothschild to recover the sum of \$208.70.

Mr. Sydenham Dixon, of Messrs Wilkinson and Grist, appeared for the plaintiff and Mr. P. W. Goldring for the defendant.

Mr. Goldring asked for the case to be put over for a week, and Mr. Dixon thought that a day should be fixed.

Mr. Goldring:—This is the first time that it has been in the list.

Mr. Dixon:—It is quite a simple case and he can get the guarantee now.

Mr. Goldring:—It is not a simple case.

His Lordship:—It does not seem a difficult one.

Mr. Goldring:—If my friend's client gives a guarantee without our asking him for it, it is his business.

Mr. Dixon:—My reason for pressing it is that there is no defence whatever; it is a simple case and likely to take about half an hour.

Mr. Goldring:—My client's statement to me is that she knows nothing whatever about the guarantee.

The case was adjourned for a week.

SPECIAL CABLES.

INTERPORT SWIMMING CONTESTS.

RESULTS OF THE FIRST DAY'S EVENTS.

One Win for Hongkong: Two for Shanghai.

(Our Own Correspondent.)

Shanghai, Received Aug. 29.

The Interport Swimming Contests between Shanghai and Hongkong commenced last evening in the Public Baths, and aroused much interest.

Hongkong won the 100 yards race, Cooke being first and Finch second. Cooke won by two feet, and Finch came home second by a touch. The time was 55.15 seconds.

In the Long Plunge, Shanghai secured both first and second positions.

The Two Lengths Team Race was won by Shanghai after a most exciting struggle by one foot. The time was 3 minutes 31 seconds.

The score in points up to the present is:—

Shanghai 10.

Hongkong 5.

The contests will be continued to-day (Friday) and Saturday.

THE PEKING ARRESTS.

Parliament Again Enters Protest.

(Our Own Correspondent.)

Shanghai, Received Aug. 29.

The official reply to the deputation from Parliament which awaited on President Yuan Shih-kai regarding the arrest of Senators and Representatives in Peking, states that the arrests were effected upon information from Shanghai.

The arrested men have been sent to Tientsin, where they are ordered to remain.

Parliament has again protested on the matter.

THE ATTACK ON NANKING.

Fighting Severe, but Undecisive.

(Our Own Correspondent.)

Shanghai, Received Aug. 29.

The attack on Nanking continues, and severe fighting is reported. The engagements so far, however, are undecisive.

SINGAPORE MODEL DAIRY

Company's Financial Position.

An extraordinary general meeting of the Singapore Model Dairy, Limited, was held last week at the Singapore Exchange, Capt. Pabneke (chairman of directors) presiding. The other director present was Mr. C. L. Davidson. The shareholders who attended were Messrs. John Robertson, C. Schroeder, H. Freeman, T. M. Welsh, A. Volmer, K. Schroeder, K. Struve, A. Diehn, C. Zimmermann, D. Braudt and W. H. McGregor, Mr. Rowland Allen was represented by Mr. R. Page. Mr. J. Bond was there for the secretaries, Messrs. Welsh and Company, and Mr. J. G. Campbell, for the solicitors, Messrs. Campbell and Bergama.

The Chairman said:—Gentlemen,—"You will remember that at the annual general meeting, held on March 8 last, at the close of the proceedings, the subject of finances was mentioned, and it was then stated that the directors, in order to bring the liabilities down to a point in equality with the assets, suggested that it would be politic to reduce the nominal value of the shares for such a purpose. At the same time, it was also suggested that as our stock of cattle was under the amount aimed at in the prospectus, viz., 200, and as it was desirable that this number should be obtained in order to reach a profitable basis of working, your directors were then of opinion that, provided the capital reduced as suggested, it would be possible to obtain additional capital to increase the stock and thereby receive additional revenue without any appreciable rise in cost. At that meeting, you, gentlemen, expressed yourselves in favour of the proposed reduction of capital, and remitted to the board to go further into the matter, and present a concrete scheme to a special general meeting. Since then, the careful attention of my co-directors and myself and the results of the

past few months' working have been most carefully scrutinised, with the object of getting to the true position of affairs. Figures have been compiled, showing the result of eight months' trading and also working accounts for the months of June and July.

Sufficient Stock Essential. I regret very much to say that over the period of eight months a loss is shown, but the months of June and July show a profit, which, although small, is, I think, satisfactory. Our stock now consists of 147 cows, an additional quantity of Indian cows having been imported from Amritsar in May last. In the balance sheet which was presented at the annual general meeting, the value of the cattle was taken at the manager's valuation, but as this figure was questioned by several shareholders, and the matter remitted to Dr. Falschaw, he gave it as his opinion that such value should be taken at cost price in Singapore. The figures which will now be presented to you are those of actual cost. I do not think there is any use in unduly inflating our position, and my opinion is shared to the full by my colleague Dr. MacDougall. We are perfectly convinced that, with a sufficient stock, good results will accrue, but at the present moment we have not assets equal to our liabilities: our shares can be purchased in the market at a mere nominal figure and the suggestion which Mr. Robertson made before the annual general meeting, viz., that we should reduce our capital to a figure in conformity with the actual market value, has the approval and support of both of us.

The Chairman proceeded to move the following resolution:—"That the capital of the company be reduced from \$80,000, divided into 5,000 ordinary shares of \$10 each, and 1,000 preferred ordinary shares of \$10 each, to \$30,000, divided into 3,000 ordinary shares of \$5 each, and 1,000 deferred ordinary shares of \$5 each."

(Continued on page 10.)

DAIRY FARM NEWS.

FRESH MILK

No careful mother can afford to use any but

Pure Fresh Cow's Milk.

Baby's health is of greater moment than the few cents saved in using tinned or other preserved milk. The Dairy Farm Milk is Pure and Fresh and contains no preservatives of any kind.

"Dairy Farm Milk" means:—
Good. Clean & Wholesome Milk.

THE SUB-CONTRACTORS.

Case in Connection with Drainage Work.

This afternoon in the Summary Court before Mr. Justice Kemp, Puiene Judge, Chan Sin Wo sued Wong Wai trading as Charlie and Co., contractors to recover the sum of \$115.57 being the amount due for work done and material supplied as per account rendered. The defendants paid \$23.53 into court with a denial of further liability.

Mr. R. C. Faithfull appeared for the plaintiff and Mr. P. W. Goldring, of Messrs Goldring and Russ, for the defendant.

Mr. Goldring said that the position was that there was an original action pending in connection with the same matter. The contract in question with which the case was brought was in connection with some drainage work in Yau-mat. The Hung Cheung firm had the contract direct from the government and they were being sued by his clients in an original action. The Hung Cheung firm had ceased business and the work had been stopped. The measurements of work done were now being adjusted between the Hung Cheung firm and the Government. His clients were not in a position to deal with the plaintiffs in the action who were "sub-contractors." He thought his friend would not be prejudiced if the case were adjourned *sine die* pending the settlement of the other action.

The case was adjourned for a week.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 12.35 p.m. to-day:—

Cyclone or Typhoon over N. China Sea—filling up.

Cyclone or Typhoon E. of southern Luzon, more than 300 miles distant—filling up.

Abnormal Skull.

At an inquest at Hackney on the victim of a fatal cycling accident, the medical evidence revealed a peculiarity of the formation of the skull. Over the forehead the skull was half an inch thick, while it was only one eighth of an inch thick at the back. This, the doctor said was a reversal of the usual formation.

"Tubes" for Glasgow.

There is a motion on the agenda of Glasgow Corporation for the appointment of a special committee to consider and report on the question of establishing a system of electric tube railways between the east and the west ends of the city district, say, between Shettleston and Clydebank, and between the north and the south ends, or between Bishopbriggs and Rongken Glen.

A Prehistoric Skeleton. A prehistoric tomb, discovered by Mr. O. M. Bruce on Burgie Lodge Farm, near Forres, has been examined by Professor Reid and Mr. L. W. Aberdeen, and Mr. Taylor, Lhanbryda. The remains were found to be those of a brachycephalous man, apparently about 5 ft. to 5 ft. 4 in. in height, dating perhaps 2,000 to 3,000 years B.C. The head, almost intact, lay on the right cheek. The legs, doubled up, lay slightly across the body towards the right, suggesting that the body must have been laid slightly on the right side. The face was turned in the direction of a local stone pile.

FIVE CASES.

There were five cases against the Tsoi Kwong Hing and another this morning in the list for hearing at the Summary Court, by Mr. Justice Kemp, and the amounts claimed were \$283.72, \$541, \$84.98, \$843.26 and \$890.54.

Mr. Goldring appeared for the plaintiffs and Mr. Otto Kong Sing for the second defendant.

Mr. Goldring:—My friend may be consenting to judgment.

After consultation with his client, Mr. Kong Sing said that he was appearing for both defendants, and asked for an adjournment and an order for particulars to be supplied.

His Lordship asked if the cases were for goods sold, and was told that they were.

Mr. Goldring said that the case would probably resolve itself into a partnership issue, and if his friend raised that question, he would not object to the matter going over.

Mr. Kong Sing said that he did, and the case was adjourned for a week.

CANTON AND MACAO RAILWAY.

A Rumour Denied.

We learn that a story current in Hongkong as to the survey of the above line being completed is incorrect. One Chinese gentleman who is interested in the project said, on being appealed to: "The ground has not yet been surveyed; it has only been walked over; and, in any case, nothing could be done till the trouble in the North is ended and China is in something like a peaceful and prosperous condition again."

Many of our readers will remember that, when the idea of a railway from Canton Macao was first mooted, an attempt was made at an agreement between the Chinese and Portuguese Governments; this was never ratified because Portugal considered the terms unfavourable to itself. One point, however, was decided, which was that one of the terminal stations should be on Portuguese territory. We cannot gather, up to the present, that any application has been made to Portugal for permission to declare the survey "complete."

PASSENGERS ARRIVED.

Per a.s. Magellan, arrived 28th inst., from Saigon.

Ah Choong	Payan
At Kine	Rebba
Blap Trac	Raufersen
Blanket	Sanchez, J.
Choong, H.	Sum Sine
Chan Yan Hun	Sin San
Conor	Salunas, S. V.
Chan Bong, Mrs.	Se Tsun Hing
Dodder, J.	Sophie, Mrs.
Don Sinh	Shirai, J.
Espagne	Thomas, Rd. Fr.
Eng Tye Chua	Volibaro, M.
Fuentes, Mrs. M.	Wong Kim
Forg Bien	Willavard
Fergusson	Wicktorson
Fin Knib	Zao Chong
Francisco, M.	Zan Ah Zwoe
Fernandes, Rev.	Zan Ah Kok
Guan Zanh	Zan Dan Guay
Gullow	Zuonng Fat
Hong Kiao, Mrs.	Zran Phuoc
Huyankien	Zran
Jak Son	Zran Chou
Ki, A. S.	Zran Ngan
Kuang Chuam,	Zran Hal
Mrs.	Zong Vze Wan
Luong Non, Mrs.	Zre Sam
Mayonnave	Zre Zuonng
Ong An Ching	Zran Minh
Pong Kai Chun	Zroishinoiset
Quong Lam	Grufants

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STEAMSHIP LINE.

FROM HONGKONG	FROM QUEBEC
MONTEAGLE EMPRESS OF RUSSIA EMPRESS OF INDIA	30th August. 10th Sept. 24th Sept.
2nd Oct. 2nd Oct. 23rd Oct.	EMPRESS OF BRITAIN ALLAN LINE

All Steamships leave Hongkong at noon.

The "EMPRESS OF RUSSIA," and "EMPRESS OF ASIA," are now quadruple screw 20 knot turbine steamers, of 16,850 tons gross, the finest, fastest and most luxurious on the Pacific. The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

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S.S. "A. APCAR," 4,447 tons, Capt. Walker, will be despatched to KOBE and MOJI (Yokohama if sufficient inducement offers) on 19th Sept.

WESTWARD.

S.S. "G. APCAR," 4,600 tons, Capt. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 14th Sept.

S.S. "DILWARA," 5,378 tons, Capt. Ramage, will be despatched as above on 21st Sept.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

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Hongkong, Aug. 28th, 1913. Agents

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HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 20th AUGUST.

10.00 p.m. "KINSHAN." 5.00 p.m. "FATSHAN."

SATURDAY, 30th AUGUST.

8.00 a.m. "HEUNGSHAN." 8.00 a.m. "HONAM."

10.00 p.m. "FATSHAN." 5.00 p.m. "KINSHAN."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

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HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. & 2 p.m. Sundays at 7.30 a.m. & 5 p.m.

EXCURSION TO MACAO

SUNDAY, 31st August.

The Company's Steamship, "SUI AN,"

will depart from the Company's Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This steamer connects with the Excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company

CANTON-MACAO LINE.

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Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 p.m.

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CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the

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PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION

Destination.	Steamers	Sailing Date.
MARSEILLES, LONDON & ANTWERP, via Singapore, Penang, Colombo, Suez, and Port Said.	KITANO MARU Capt. F. Cope IYO MARU Capt. Hirase	T. 16,000 T. 12,500
		WED. DAY, 10th Sept. at daylight. WED. DAY, 24th Sept. at daylight.

VICTORIA, B.C. and SEATTLE via Keelung, Shanghai, Moji, Kobe, Yokohama, Shimizu and Yokohama.	AWA MARU Capt. Shimidzu SADO MARU Capt. Asakawa	T. 12,500 T. 12,500
		TUESDAY, 9th Sept. at 4 p.m. TUESDAY, 23rd Sept. at 4 p.m.

SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane.	KUMANO MARU Capt. Winkler INABA MARU Capt. Tominaga	T. 9,300 T. 12,500
		WED. DAY 24th Sept. at noon. WEDNESDAY, 22nd Sept. at noon.

CALCUTTA via Spore, Penang & Rangoon.	COLOMBO MARU Capt. Kawashima	T. 6,000
		SATUR., 6th September.

BOMBAY via Singapore and Colombo.	BOMBAY MARU Capt. Tozawa	T. 5,000
		SATURDAY, 6th Sept.

KOBE & Yokohama		
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NAGASAKI, Kobe & Yokohama.	INABA MARU Capt. Tominaga	T. 12,500
		WED. DAY 24th Sept. noon.
SHANGHAI, Moji & Kobe.	RANGOON MARU Capt. Kamoshita	T. 12,000
		WED. DAY, 3rd Sept.
SHANGHAI, Kobe & Yokohama.	HAKATA MARU Capt. Nomura	T. 12,500
		SATURDAY, 30th Aug.

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REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months

	YOKOHAMA	KOBE	MOJI	NAGASAKI
Return.	\$135	\$122	\$108	\$95
1st class	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling ports in Japan. For further information apply to Telephone No. 292.

T. KITAHIMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail.
HONGKONG	"WUHU"	30th Aug. at 11 a.m.
SHANGHAI	"YINCHOW"	30th Aug. at midnight.

TSINGTAU, NEW CHOWANG AND CHINWANGTAO	"ICHANG"	31st Aug. at daylight.
STOW, WUWEI, C'FOO AND TIENSIN	"HUICHOW"	2nd Sept. at daylight.
MANILA, CEBU & ILO	"CHINHUA"	2nd Sept. at 4 p.m.
SHANGHAI	"ANHUI"	4th Sept. at 4 p.m.
SHANGHAI	"CHENAN"	6th Sept. at midnight.

This steamer has superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmania Ports.

AUSTRALIAN ORIENTAL LINE.

MANILA, Zamboanga & "TAIYUAN" 24th Sept. at 3 p.m.

Australian ports "TAIYUAN"

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTON" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming" and "Teau." Excellent saloon accommodation, midships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teau."

SHANGHAI LINE.—The Twin Screw steamers "Anhui" "Chenan," "Linan" and the S.S. "Luchow," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passages apply to

BUTTERFIELD & SWIRE, Agents

Telephone No. 36 Hongkong 28th August, 1913.

COMPAGNIE MARITIME INDO-CHINOISE

For Haiphong Direct.

S.S. "SIKIANG"

CAPT. PANNIER

Will leave for Haiphong direct on or about Sunday the 31st instant at 10 a.m.

For Freight and passage apply to M. SAINT CLAIR de BUSSIERRE, Agent

MESSAGERIES MARITIMES CIE.

Shipping

HONGKONG
PHILIPPINES.PHILIPPINES
STEAMSHIP CO.

Steamship.	T.	Captains.	For	Sailing date.
RUBI	4000	J. Miller	Manila Mangarin, Cebu and Iloilo.	THURSDAY, 4th Sept. 4 p.m.
ZAFIRO	4000	F. S. McMurray	Manila Mangarin, Cebu and Iloilo.	SATURDAY, 13th Sept. 4 p.m.

Electric Light Fans in every cabin; competent stewardsesses carried.

For Freight or Passage apply to

SHEWAN TOMES & CO.

GENERAL MANAGERS

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjilatjap	JAVA	1st half Sept.	JAPAN	1st half Sept.
Tjiluwong	JAVA	1st half Sept.	SHAI	1st half Sept.
Tjikini	SHAI	1st half Sept.	JAVA	1st half Sept.
Tjibodas	JAVA	2nd half Sept.	SHAI	2nd half Sept.
Tjimali	JAPAN	2nd half Sept.	JAVA	2nd half Sept.
Tjimanock	JAVA	2nd half Sept.	JAPAN	2nd half Sept.
Tjipanas	JAVA	1st half Oct.	SHAI	1st half Oct.
Tjitaroom	JAVA			

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375 York Building.

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILINGS FROM HONGKONG. (Subject to alteration)

Steamer	Tons	Captain	Date of Sailing
S.S. "Tenyo Maru"	22,000	E. Bent	Sept. 1, at noon
S.S. "Hongkong Maru"	11,000	S. Togo	Sept. 19
S.S. "Shinyo Maru"	22,000	H. S. Smith	Sept. 25
S.S. "Chiyu Maru"	22,000	W. W. Greene	Oct. 17
S.S. "Nippon Maru"	11,000	A. G. Stevens	Nov. 5

The S.S. Tenyo Maru will be despatched for San Francisco via Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Yokohama and Honolulu on Monday 1st Sept. at noon.

These steamers are equipped with Turbine Engines and Triple Screws.

All steamers carry Japanese Government wireless telegraph and telephone and post office.

SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports

Proposed Sailings From Hongkong (Subject to Alteration).

Steamers	Tons	Date of Sailing
Buyo Maru	10,500	Saturday, October 4, at Noon
Anyo Maru	18,500	Wednesday Dec. 3, Noon
Kiyo Maru	17,200	Thurs. Feb. 5, 1914 at noon

For further particulars as to Passage and Freight, apply to

S. MORIMOTO, Agent.

KING'S BUILDING, Opposite Blake Pier.

PACIFIC MAIL S.S. CO.

MONDOLIA	MANCHURIA	KOREA	SIBERIA
17,000 tons, twin screws.	17,000 tons, twin screws.	18,000 tons, twin screws.	15,000 tons, twin screws.

To San Francisco from Hongkong calling at Shanghai, Nagasaki, Kobe (via Inland Sea), Yokohama and Honolulu (via Pacific of the Pacific). Through Service via New York to Europe.

SOME FEATURES OF SERVICE.

Electric Fans, Swimming Tank, Orchestra, Amusements, Wireless, Submarine Signal Service, and Bilge Keels. Cuisine under Personal Supervision of Mr. V. Moroni, one of the World's most famous caterers.

THE COST to London by this route, with its undoubted opportunities, is 27-30 return tickets (from London to San Francisco via Japan and Honolulu the cost is 45s. For the FIVE-DAY SERVICE First Class accommodations are provided for 40 to London (return ticket 100) and to San Francisco 40s. SPECIAL RATES to Army and Navy officers, Diplomatic, Consular or Civil Service.

Steamers: Persia.....9,000 Tons Sailing Sept. 13, at noon.

Passengers holding through Tickets have the privilege of travelling by train between Kobe and Yokohama, free of charge.

HONGKONG-MANILA SERVICE.

From HONGKONG. Arrive Manila. Leave Manila. Due Hongkong.

Sept. 13 PERISA Sept. 15 Manila Sept. 17 PERISA Sept. 19

Oct. 14 CHINA Oct. 16 Manila Oct. 18 PERISA Oct. 20

Oct. 21 NILE Oct. 23 Manila Oct. 25 PERISA Oct. 27

* Intermediate Steamers. King's Building (opp. Blake Pier). R. C. MORTON, Telephone No. 147

Hongkong 28th August, 1913. Agents. Panama-Pacific International Exposition-San Francisco-1915

DOUGLAS STEAMSHIP CO., LD

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid accommodation for First-Class Passengers, Electric Light, Excellent Cuisine.

During the months of July and August First Class Return Fares to Foochow will be subject to a reduction of 20 per cent. on the full Fares.

FOR SWATOW, AMOY AND FOOCOW RETURN.

(Occupying 9 to 10 days.)

Steamships. Captain. Leaving.

HAIYANG ... A. E. Hodgins ... FRIDAY, 29th Aug., at 11 a.m.

HAITAN ... J. S. Rosch ... TUES. 2nd Sept. at 11 a.m.

HAICHING ... W. C. Passmore ... FRIDAY, 5th Sept., at 11 a.m.

FOR SWATOW.

HAIMUN ... J. W. Evans ... SUN, 31st August, at 11 a.m.

HAIMUN ... J. W. Evans ... WED., 3rd Sept., at 11 a.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to Douglas, LaPrak & Co. General Manager.

LOG BOOK.

A Code of Shipping Safety.

There is rather a widespread impression that the subject of safety at sea has been dealt with fully and satisfactorily, except in regard to certain relatively unimportant particulars. How far this is from being the case is indicated by the fact that in London, in the late summer or early autumn, there will assemble an international conference which will consider the whole question alike in its broadest and its minutest aspects. The maritime Powers evidently recognise that, valuable as may be the independent action of individual countries, the great need is for an international code of safety. The convenience of some such code in connection with the future construction and equipment of ships is self evident. Rules accorded by one country and rejected by another lead to the gravest confusion. Questions of convenience, however, obviously give place to questions of sufficiency. What the Powers are trying to do is to devise regulations really calculated to ensure the greater safety of life at sea and to secure as far as possible their universal adoption. To this end a great deal of preparatory work is in quiet progress, not only in England, but in the United States and in Germany. Committees of experts have been formed to consider various aspects of the subject, so that by the time the international conference meets the whole ground will have been surveyed. Moreover, the representatives of the various Powers will be greatly facilitated in their work by an arrangement that various national expert committees shall hold preliminary consultations in London. Broadly speaking, the question of the supply of boats has been got out of the way. "Boats for all" is the generally accepted formula. As to that, however, the international conference may have something to lay down. It will probably have still more to say with reference to the construction of the ship. This is one of the matters which is very much in the air. Our own Bulkheads Committee, for instance, has not as yet reported. There is a vast body of opinion which is greatly disposed to subordinate boat equipment to the efficient subdivision of the ship. There fore it is quite a possibility that the international conference may come to the conclusion that the question of sub-division should be a matter of Government control, such control to be exercised by international arrangement upon a uniform basis. At any rate, under such a scheme the shipbuilders and shipowners of various nationalities would be dealt with practically alike. Then there is the question of wireless telegraphy—the need of a constant service, the provision of auxiliary apparatus, independent of the main engines, and the co-ordination of national wireless regulations. Another subject for the conference is the development of international co-operation with reference to Atlantic ice dangers, and the wireless intimation of the aids as well as the perils to safe navigation. Other subjects concern the lowering of life boats, and the provision of officers and crew to handle and man them. Finally, this International Conference is to consider the question of fire protection on shipboard, a matter which has been rather obscured hitherto, but which is obviously of the first importance. Altogether it looks as if any delay

HOTEL LISTS.

Hongkong Hotel.	
Aaron, J. M.	Hine, E. S.
Barber, E. T.	Harbord, W. T.
Bate, E. R.	Hewett, Hon. Mr.
Bates, H. B.	H. A. O.M.G.
Belilos, Mrs. E.	Hale, E. R.
Bell, Mrs. E.	Hudson, A. H.
Bartlett, Miss E.	Holden, E. A.
Brown, S. M.	Locke, Mr. &
Connell, J. J.	Kabel, E. S.
Canet, Miss R.	Kadoorie, Ellis
Castro, Mr. &	Krusseman, A.
Mrs. F. H. D.	Kulka, F.
Castro, Miss D.	Lloyd, G. T.
E.	Lobb, Dr. E. L.
Campbell, S.	M.
Castro, Master	McIntyre, Mr.
D. E.	and Mrs. Neil
Cambridge, A. J.	Martin, G.
Chapple, F. T.	McGarity, Capt.
Claxton, A. A.	& Mrs. F.
Coleman, Dr. A.	Mason, C. Fare-
L. E. F.	brother
Clarke, Mrs.	Matheson, Miss
Dowley, W. A.	M.
Davis, C. H.	Matheson, Mrs.
Derzano, Mr. &	E. T.
Mrs. & 2 child-	McKean, Dr. G.
ren.	W.
Dewar, J.	Mehta, B. K.
Douglas, Mr. &	Merecki, J.
Mrs. R. H.	Moulder, A. B.
Dyne, Mr. &	Mulder, Mr. &
Mrs.	Mrs. J. D. F.
Damm, C. A.	McBurney, A.
Dusseldorp, T. J.	D.
van.	Mildner, A.
Dusseldorp, Ma-	Donald, Mr.
dam van.	
Dusseldorp, Miss	Naimsmith, W.
H. van.	O'Leary, Miss
Ehrenfeld, Mr. &	G.
Mrs. H. E.	Orniston, J.
Fisher, H. G.	Preville, R. de
Finlayson, W. F.	Parker, Miss
Foster, Mrs. M.	Pedlow, J. H.
Foster, Miss O.	Ray, E. H.
W.	Roxburgh, R.R.
Finlayson, Mrs.	Reay, Miss F.
E.	Rock, A. L.
Gordon, Mrs. J.	Ricketts, Mrs.
Gordon, E. B.	D. G.
Gillis, Mrs. R. C.	Ricketts, Mrs.
Gillis, Mrs.	K.
Gillis, Miss D.	Sibley, J. C.
Gage, Mrs. F. W.	Singer, E. T.
Gallotte, H.	Smith, Mr. and
Geare, Mr. and	Mrs. E. E.
Mrs. I. H.	Sorby, V.
Gillespie, Dr. J.	Square, Miss A.
M.	Skewington, F.
Gordon, A. G.	M.
Goulbourn, V.	Tapp, J. R.
Gourgey, J.	Viole, Mrs. A.
Grimshaw, R. J.	White, Mrs. M.
Grisogono, P. O.	G.
Von.	Walker, Capt.
Gilhooley, Mrs. P.	H. A.
H.	Weidner, W. E.
Gordon, C. R.	White, F. W.
Hall, P. C.	Wilson, G. G.
Hanna, Dr. J. G.	Wood, D.
Hannibal, Mr. &	Webb, S. F.
Mrs. W. A.	Waller, Dr. J. W.
King Edward Hotel.	
Almond, Mrs. B.	Logan, W.
Cargill, F. J.	Mackintosh, J.
Castro, C.	A.
Che, T.	Majer, Mrs.
Connell, R.	Massey, Miss.
Connell, H. E.	McHugh, Mr.
Dobbie, Mr. &	Mrs. F. E.
Mrs.	Mody, Mr. &
Donaldson, W.	Mrs. J. H. N.
A.	Morris, Mrs.
Finchett, Mrs.	Murphy, J. A.
Gerlach, Mr. &	Murray, M. F.
Mrs. W. W.	Nobbs, A. P.
Grimble, G.	Pasmore, Capt.
Harris, J. B.	& Mrs. W. O.
Heinemann, Mr.	Peake, A. D. J.
& Mrs.	Saunders, Miss.
Hingle, E. J.	Schenk, Mrs.
Jensen, B.	Shelhamer, Mr.
Kraft, Mr. &	Mrs.
Mrs. W. D.	Sibree, Dr.
Lauritsen, Mr. &	Spurge, H. S.
Mrs.	Stewart, Capt.
Lemare, Mr. &	Mrs. A. H.
Mrs.	Walker, D.
ennox, J.	Whitelaw, G. C.
Grand Hotel.	
Allen, Mr. &	Key, Dr.
Mrs.	Lewington, J.
Crow, Mr. and	Capt. J. S.
Mrs. A. B.	Lorrie, F.
Fearon, C.	Rogage, Dr.
Frenc, C.	Schroeder
Freese, M.	Wesher, J.
Hyde, Capt.	Weismann, C.
Kules, E.	
Craigburn.	
Caldwell, Mr.	Meurer, Mrs.
Caldwell, Miss	McDougall, Mr.
Carpenter, Mr.	and Mrs.
and Mrs.	McGill, J.
Cornell, W. A.	Reynaud, Ma-
Kydd, Mr. and	dam & mon-
Mrs.	sieur
Gabraith, V.	Smith, Mrs. G.
Guernier, Mrs.	Wood, E. M.

Notice.

WING KEE & CO.

47-49, Connaught Rd.

HIP CHAND LERS,

PROVISION & COAL

MERCHANTS.

Hongkong, 23rd May, 1912.

MOVEMENTS OF STEAMERS.

MERCHANT STEAMERS.
The N.Y.K. s.s. Rangoon Maru (Bombay Line) left Bombay for this port via ports on the 20th inst. and is expected here on the 6th September.
The N.Y.K. s.s. Kitano Maru (European Line) left Yokohama for this port via Kobe, Moji and Shanghai on the 27th inst. and is expected here on the 8th Sept.
The N.Y.K. s.s. Bombay Maru (Bombay Line) left Kobe for this port via Moji on the 28th inst. and is expected here on the 5th September.
The N.Y.K. s.s. Tosa Maru (Calcutta Line) left Calcutta for this port via ports on the 28th inst. and is expected here on the 14th September.
The N.Y.K. s.s. Yokohama Maru (American Line) left Seattle for this port via ports on the 28th inst. and is expected here on the 28th September.
The N.Y.K. s.s. Awa Maru (American Line) left Shanghai for this port on the 28th inst. and is expected here on the 31st inst.
The N.Y.K. s.s. Tongo Maru (European Line) left Colombo for this port via Singapore on the 28th inst. and is expected here on the 10th September.
The silk shipment ex s.s. Mexico Maru, O.S.K. which left this port on the 23rd July p.m., was delivered in New York 26th inst. p.m.
The P. & O. s.s. Sunda arrived at London on the 27th inst. morning.
The I. C. N. S. s.s. Laisang from Singapore is due at Hongkong on the 31st Aug.
The I. C. N. S. s.s. Choyssang from Shanghai is due at Hongkong on the 31st Aug.
The S. L. s.s. Harpalayce from Portland arrived at Yokohama on the 19th inst. and is due at Hongkong on the 2nd Sept.
The S. L. s.s. Radnorshire from London is due at Hongkong on the 6th Oct.
The S. L. s.s. Den of Glamis from London passed the Canal on the 15th inst. and is due at Hongkong on the 19th Sept.
The I. L. s.s. Indrani passed the Canal on the 15th inst. is due at Hongkong on the 15th Sept.

VESSELS IN PORT.

Steamers.
Monteagle, s.s. 6,163, F. S. Davidson, 19th inst.—Vancouver 23rd July. Flour—Oats and Gen—C. P. V.
Jozun Maru, Jap. s.s. 2,553, M. Tanaka, 23rd inst.—Port Arthur, Coal—M. B. K.
Kaiko Maru, Jap. s.s. 1,92, Y. Yamamoto, 23rd inst.—Swatow 22nd inst. Gen.—Order.
Ichang, Br. s.s. 1,228, Share, 24th inst.—Chingwantao, Coal—B. & S.
Hus, Fr. s.s. 710, A. Corneliusler, 24th inst.—Haiphong 22nd inst. Gen.—A. R. Marty.
Triumph, Ger. s.s. 769, W. Lange-chwager, 24th inst.—Touane and Holthow 23rd inst. Gen.—J. & Co.
Luchow, Br. s.s. 1,231, Meathrol, 24th inst.—Shanghai Gen.—B. & S.
Mitra, Br. s.s. 3,496, Deacon, 25th inst.—Singapore 19th inst. Petroleum—A. P. Co.
Kathe, Ger. s.s. 1,209, H. Frandson, 25th inst.—Samarang Sugar—Order.
Selun, Nor. s.s. 865, D. Hovbren-der, 26th inst.—Bangkok 18th inst. Rice—Chinese.
Kiang Ping, Chk. s.s. 1,232, Uden, 27th inst.—Hing-kang, Gen.—T. L. & Co.
Seang Bee, Br. s.s. 3,714, J. Travis, 27th inst.—Rangoon 5th inst. Gen.—Chinese.
Tacoma Maru, Jap. s.s. 3,830, T. Hamada, 27th inst.—Manila 24th inst. Flour and Gen—O.S.K.
Soashu Maru, Jap. s.s. 999, D. Fuchigami, 27th inst.—Swatow 26th inst. Gen.—O.S.K.
Kumohow, Br. s.s. 1,450, J. A. Martin, 27th inst.—Sai-gon 23rd inst. Rice—Chinese.
Yi Loong, Br. s.s. 1,121, E. Wright-son, 27th inst.—Bangkok 21st inst. Gen.—Kheon Seng.
Kutsang, Br. s.s. 3,109, R. C. D. Bradley, 27th inst.—Kobe and Moji 21st inst. Gen.—J. M. & Co.
Tjitaroom, Dut. s.s. 5,667, J. Bouman, 27th inst.—Java 20th inst. Sugar and Rattan.—J. C. J. L.
Chiphing, Br. s.s. 1,199, S. M. Margreok, 28th inst.—Tientsin 21st inst. Gen.—J. M. & Co.

Consignees

"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
From MIDDLEBRO, LONDON AND STRAITS.
S.S. "REYNALDER."
CONSIGNEES OF Cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox. will be subject to rent.
All Claims against the Steamer must be presented to the Underwriter on or before the 9th prox. or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd prox at 11 a.m.
No Fire Insurance has been effected. Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.
Agents.
Hongkong, 26th August, 1913. [442]

TOYO KISEN KAISHA.

From SAN FRANCISCO, via HONOLULU, JAPAN PORTS, AND MANILA.

THE Steamship

"TENYO MARU."
The above named steamer, having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from the Godowns.
Cargo remaining undelivered on Tuesday 26th at noon will be landed at consignees' risk and expense and delivery must then be taken from the Company's Godowns.
No Fire Insurance whatever will be effected.
No claim will be recognized after the Goods have left the Godowns, and all Goods remaining undelivered on September 2nd will be subject to rent and landing charges.
All chafed and otherwise damaged Cargo to be left in the Godowns, and examination of same to be held on Sept. 2nd at 10 a.m.
All Claims must be filed on or before Sept. 9th, otherwise they will not be recognized.
S. MORIMOTO,
Agent.
Hongkong, 23rd August, 1913. [450]

INDO-CHINA STEAM NAVIGATION CO., LTD.

From CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"FOOKSANG."
having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after 4 p.m. the 28th inst. will be landed at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & CO., LTD.
General Managers.
Hongkong, 27th August, 1913. [467]

FROM EUROPE.

THE H. A. L. Steamship
"SENEGAMBIA"
Capt. H. Reber, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Underwriter.
Optional Cargo will be carried on unless notice to the contrary be given to-day.
All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.
All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 2nd prox at 9.30 a.m.
No Fire Insurance will be effected by us in any case whatever.
This steamer brings on cargo:—
Ex s.s. "Kong Ring" from Holmstrom HAMBURG-AMERICA LINE.
Hongkong Office.
Hongkong, 27th August, 1913. [468]

Consignees

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE, COLUMBO and

STRAITS.

THE Company's Steam ship

"HIRANO MARU."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
Optional goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.
Goods not cleared by the 2nd September, will be subject to rent.
Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 27th August, 1913. [466]

FROM EUROPE.

THE H. A. L. Steamship

"TOKERMARK."

Captain H. Rohde, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Hongkong and/or Kowloon, whence delivery may be obtained against Bills-of-Lading countersigned by the Underwriter.
Optional Cargo will be carried on unless notice to the contrary be given to-day.
All claims must be presented within 10 days of the steamer's arrival here, after which date they cannot be recognized.
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst. will be subject to rent.
A broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 30th inst. at 9.30 a.m.
No Fire Insurance will be effected by us in any case whatever.
This steamer brings on Cargo:—
ex. s.s. "Senegambia" from Havre
"Goteborg" "Goteborg
"Frans" "Abus
"Bronla" "Skien
"Bjorn" "Christiania.
HAMBURG-AMERICA LINE.
Hongkong Office.
Hongkong, 25th Aug., 1913. [464]

To Sail

THE AMERICAN AND

MANCHURIAN LINE.

(BUCKNALL STEAMSHIP

LINES LTD.)

THE Steam ship

"KANSAS"

Captain R. Linklater, will be despatched from Hongkong on or about 2nd September for
BOSTON and NEW YORK
(with liberty to call at the Malay Coast).
For freight and further particulars apply to
THE BANK LINE Limited.
Agents.
Hongkong, 12th August, 1913. [469]

Regular Steamship Service

With Liberty to call at the Malabar Coast.
Proposed sailing from Hongkong S.S. "SATSUMA" on or about 12th September.
For Freight and further information apply to
DODWELL & CO., LTD.
Agents.
Hongkong, 27th September, 1913. [465]

Notices

WE have much pleasure in announcing to our numerous patrons and customers that we have opened
A New SILK STORE
in the most up-to-date style and fashion at the large and commodious Premises No. 38 & 40 Queen's Road Central, where we are displaying an entirely new, handsome and gorgeous stock of
Silk Goods & Jewellery Ware
of all descriptions in a variety of new, elegant and attractive designs and patterns.
The stock includes a choice selection of Turkish, Persian & India Silks, Carpets & Woollen Rugs of choice and elegant patterns.
Prices specially reduced for summer.
Charter store in the Colony.
An early visit earnestly solicited.

D. CHELLARAM.

Hongkong, 26th July, 1913.

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.
Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor. Hongkong, 29th Jan., 1912.

A NEW WEATHER PROPHECY.

What is Heard by the Wireless Operator.

Another weather prophet, and no mean one either, has to be added to the list which already includes cows, cats, mudfish, crows, and barometers. The French meteorologist, M. Frank Darquies, has, says the "Hamburger Nachrichten," established as a fact that an intelligent wireless operator can foretell the weather from the character of the noises in his receiver.

The noises to be heard in a receiver are attributable to the so called "parasitic waves" of the atmosphere, which are set in motion by each change in the weather. Hitherto it has been believed that the wireless system could only foretell storms, a very clever, if complicated, arrangement causing the greater disturbances to register themselves automatically by means of a pendulum. But the use of the telephone makes it possible to obtain the same results in a much less roundabout way.

"By these means," says the professor, "we have studied the parasitic waves of the atmosphere for a whole year, and we were not only surprised at the great variety of these parasites, but at the accuracy with which they register the character of atmospheric disturbances." Connect a telephone receiver with a wireless system and you can tell from the character of the noises whether a gale, or a thunderstorm, or cold, or rain is coming.

A strong crackling signals the approach of a thunderstorm, and if the noises increase in volume it means that the storm is coming close; if, on the other hand, the noises become weak and less frequent, the storm is passing by.

A fall of hail causes a slight whistling in the receiver. Asthmatic, irregular noises betoken a coming fall in temperature, and frost. If the wave-lengths of the parasites shorten and give the impression that the noises are grouping together, you may safely predict a change in the wind. Great barometric depressions and very violent storms are heralded by very frequent cracklings which now and again almost develop into a sound as of an explosion.

Shipping Subsidies.

The Budget of the Department of Communications in Japan for the next fiscal year is now being compiled. In this connection the authorities are quoted to the effect that, concerning the subsidy on navigation granted to the Nippon Yusen Kaisha, Toyo Kisen Kaisha and Osaka Shosen Kaisha, the Mercantile Marine Bureau is now carrying out the necessary investigations and is expected to decide the sum to be allotted in

Notices

M. Y. SAN & CO

CONFECTIONERS GROCERS RESTAURANTEURS

92-94-96 Queen's Road Central, Hongkong.

Telephone No. 1037.

Soda Fountain
Any Cool Drinks
Ice Cream

FIRST CLASS RESTAURANT

\$0.70 CENTS A MEAL

A LA CARTE AT ALL HOURS.

SHOPPING MADE EASY.

THE STORE FOR EVERYONE

The Queen's Road Central Co.

AND GENERAL MERCHANTS.

UNIVERSAL PROVIDERS

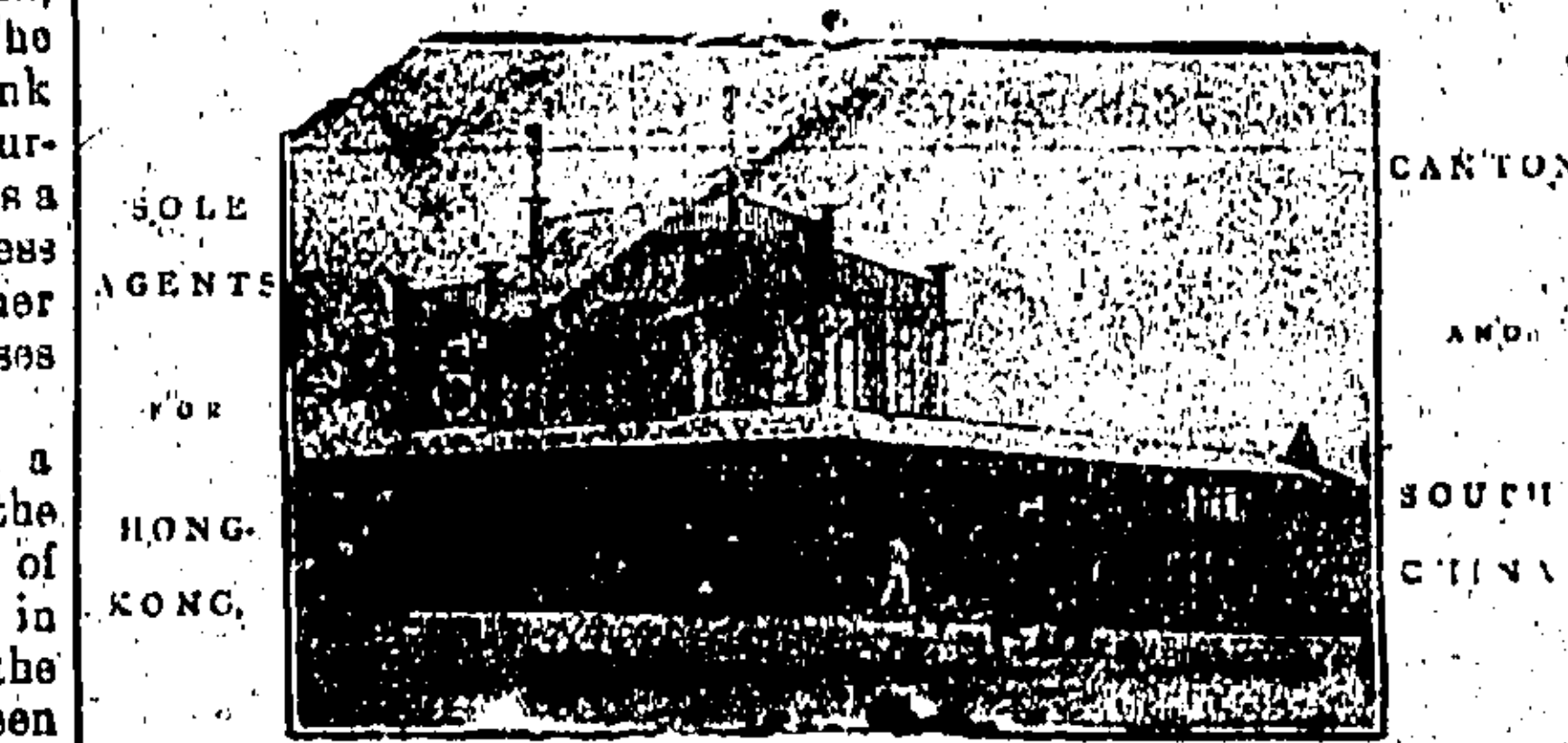
ONE OF OUR SPECIALTIES: HIGH CLASS TAILORS & EXPERIENCED CUTTERS. Perfect Fit Guaranteed.

THE ONE PRICE STORE.

HIGH STANDARD OF QUALITY. CHEAPEST STORE IN THE EAST. Queen's Road, Central: The Old Supreme Court, Telephone 1450.

SOLIGNUM

"Is the best preservative of wood from decay, dry rot and vermin. It is easily applied, has great covering power, and in addition to its preserving properties makes a most artistic stain on all woodwork, whether inside or out."
SOLIGNUM IS DEATH TO THE WHITE ANTS.
The most real and effective woodwork of the new Star Ferry Pier at Hongkong has been treated with "Solignum."



SIEMSEN & Co., (Machinery Dept.) Hongkong & Canton.

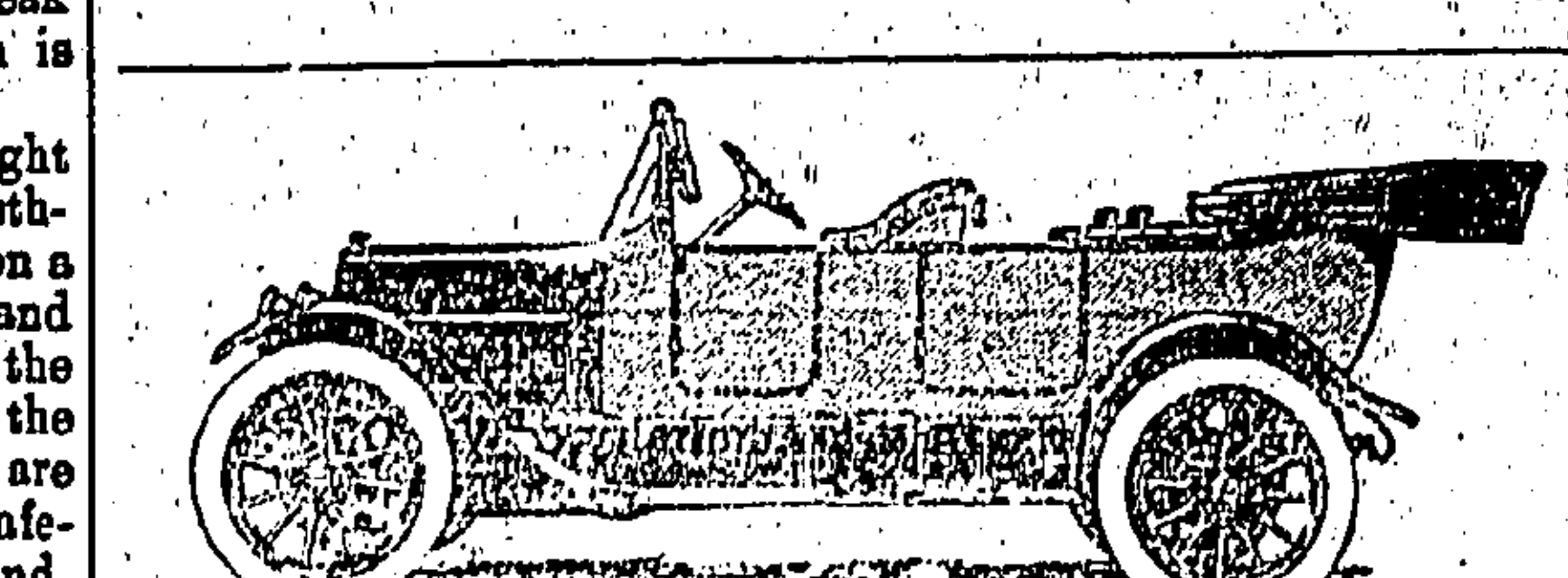


SAINT RAPHAEL
TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.
DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:
(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.
(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.
COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).
CALDEBECK MACGREGOR & Co., Hongkong.



LAW & Studebaker
SONS
No. 3 Duddell St. Sole Agents.

the coming fiscal year by September of this year. It is conjectured that suggestions relating to the abolition or curtailment of subsidy will be advanced in the next session of the Diet as in the past sessions, but the Department of Communications will adopt an impartial attitude towards the shipping companies, and will not be dragged into a vortex of discussions. The shipping companies will endeavour to avoid giving the Government any opportunity of curtailing the amount of subsidy and to this end will announce the inauguration of new services or the extension of routes, but the authorities are of opinion that the Nippon Yusen Kaisha, which is now declaring a dividend of between 12 and 13 per cent., will be able to maintain a dividend of over 8 or 7 per cent. even if the subsidy is withdrawn.

COMMERCIAL

Shanghai Coal Market.

Messrs. W. Bellock and Company's coal market report dated, 21 August, 1913, says:—

Coal.—Japan.—There is no change to report in this market since last writing as hostilities are still being carried on at Nanking and up-river ports and as long as these continue it is hopeless to look for any resumption of trade.

In Japan coal-ports stocks are still on the decline, due to heavy shipments overseas and partly also on account of the national summer holidays.

Cardiff Coal.—Deliveries to the men-of-war in port continue good.

Fushun Coal.—No news.

Kailan Coal.—Owing to the recent troubles deliveries have been smaller than usual and although the situation is gradually improving it will be some time before confidence is restored or money becomes easy; coal however, finds a ready market in the North and it is difficult for the output to supply the demand. Prices remain quite firm with little or no chance of any reduction. Local stocks are well up to the average.

Japan's China Trade.

The disturbances in China are naturally seriously affecting the sale of cotton fabrics in Japan, write Messrs. Noel, Murray & Co., Ltd., orders from all parts of the Republic have fallen off, prices have tumbled down and stocks are piling up everywhere. It is said there are 7,000 bales of Japanese sheeting, etc., in Tientsin alone and 3,000 bales in Shanghai, with no business doing. Most of these accumulations are deliveries under contract made some time back, when costs were considerably higher than they are at present to the situation for those concerned is a serious one. Similarly, the yarn position was deeply affected and the prospects of the market were gloomy, export business was temporarily stopped, so that an oversupply was likely to be the result, and a consequent checking of a revival in prices, which slumped to Yen 120.00 as news of the spread of the revolt reached Osaka. When however the successes of the troops from the North were recorded, followed by the flight of some of the rebel leaders, a speedy revival took place and quotations went up with a jump to Yen 141.00. Other causes contributing to this sudden strengthening of a weak situation were, the ending of the period of gloom and mourning for the late Emperor, the prospects of a good rice harvest induced by the continuance of fine weather, and the resultant fall in prices of the staple article of food; the destruction by fire of the new Kishiwada Spinning Mill and the discovery that, after all, 40,000 bales of yarn had been exported during July. This speedy change for the better seems to be spreading to other branches of industry and commerce and to the Stock Exchanges and should certainly impress merchants and politicians alike with the course and helpfulness of War and imbue all with a desire for Peace. We trust we shall have it soon, with plenty thrown in!

The Kerosene Oil Industry.

The Osaka "Mainichi" says rumours are in circulation that the Rising Sun Petroleum Company has approached the Hoden Kerosene Oil Company with a view to buying up kerosene oil refined by the Japanese Company and selling it in the Oriental markets under their own trade marks. The explanation given is that the demand for kerosene oil at home has greatly increased lately owing to the use of oil as fuel for warships and, consequently, it is reported that the Company sees that ultimately it will not be able to supply the market in the Orient from its own wells. The foreign Company therefore is now in danger of losing markets which it has built up in the Far East in the course of years. The Hoden Kerosene Oil Company, which has lately increased its output daily by 600 koku (one koku about 4 gallons), thanks to the employment of more up-to-date methods, would have willingly accepted the offer of the Rising Sun Company, rather than stop output.

Entertainments

VICTORIA THEATRE

ENTIRE CHANGE OF PROGRAMME EVERY

Tuesday, Friday & Saturday

TO-NIGHT

THE GREAT DRAMATIC FILM

"A ROGUE OF THE TURF"

AND SOME OTHER MAGNIFICENT PICTURES

IN TWO PARTS

GRAND FAREWELL PERFORMANCE TENDERED

TO MR PEDRO MADARIAGA ON

29TH AUGUST 1913

SPECIAL PROGRAMME

BIJOU SCENIC THEATRE.

PROGRAMME FOR

TO-NIGHT

QUITE LIKE DADDY,

BY BILLY BOY

MAX AND THE PANCAKE,

MAX LINDER

PATHE'S GAZETTE

ALL FILMS NEW TO HONGKONG.

finest oil produced in excess of the demand, had not they anticipated disputes between the two companies over their respective trade marks. Under these circumstances, the Japanese concern has not yet given an answer, and the negotiations remain unsettled. Owing to the employment of a new method of boring, the output of oil has been greatly increased since last year, but even now the output does not exceed one half of the total consumption of this country. If the increased output of kerosene goes on at the same rate as during the past year, Japan may be able in time to check the import of foreign oil and produce enough to meet her own requirements. But it is still premature to think of this as Japanese oil refiners have much leeway to make up before they can expect to beat foreign importers. Such being the case it will be difficult for them, for the present, to find a market for the increased output of kerosene oil, seeing that the yield is increasing so much.

Public Companies

HONGKONG & CHINA GAS COMPANY, LTD.

NOTICE.

ON and from October 1st, 1913, the price of Gas to the Public will be reduced to \$2.50 per 1,000 Cubic Feet.

By Order of the Directors,
J. McCUBBIN,
Acting Local Secretary and Resident Engineer.

Notices

NOTICE.

THE 31st of August, birthday of Her Majesty the Queen of the Netherlands, falling this year on a Sunday, there will be no reception at the Consulate-General for the Netherlands.

HONGKONG JOCKEY CLUB.

SUBSCRIPTION GRIFFINS.

A MEETING of those interested in above will be held at the Jockey Club Office on Saturday, 30th instant at 12.30 p.m.

H. P. WHITE,
Acting Clerk of the Course,
Hongkong, 28th August, 1913.

FILLIS' CIRCUS.

Opening Shortly

at Causeway Bay

20 STAR TURNS 20

Prices of admission

Box 6, persons \$15.00

Single box seat \$3.00

1st. Chairs \$2.00

2nd Chairs \$1.00

Gallery 50 Cents

Performance 9.15 p.m. SHARP

MATINEES

WEDNESDAY & SATURDAY

AT 4 P.M.

Children half price to Matinees only.

A. MILTHORP, Agent.

Notices

NOTICE.

DURING my temporary absence from the Colony the affairs of the Company will be carried on by Mr. C. WURU.

S. MORIMOTO,
Agent,
TOYO KISEN KAISHA,
Hongkong.

HONGKONG GYMKHANA CLUB.

THE FOURTH GYMKHANA MEETING OF THE SEASON

will be held at HAPPY VALLEY on Saturday, the 30th August, 1913, commencing at 3.15 p.m.

The charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform Half Price.

The Committee invite the Ladies of Hongkong to be present.

REGINALD F. C. MASTER,
Hon. Secy. & Treasurer,
Hongkong, 27th August, 1913.

Banks

INTERNATIONAL BANKING CORPORATION.

Head Office—60, Wall Street, New York,
London Office—4, Bishopsgate, E.C.

BRANCHES—

Bombay
Calcutta
Canton
Colon
Hankow
Harbin
Hongkong
Kobe
London
Lyons
Manila
Peking
San Francisco
Shanghai
Tientsin
Yokohama

Capital and Reserve \$100,000,000 (Gold)

EVERY DESCRIPTION OF BANKING BUSINESS

NESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. or for shorter periods, at rates which may be determined on application.

BILLS NEGOTIATED AND COLLECTED.

MAIL AND TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT AND TRANSFERS granted on all the principal cities in the world.

THIS BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE AND SALE of Stocks and Shares effected.

TRAVELLERS CHECKS sold and cashed.

GEO. H. HODGKINSON, Manager.

9, Queen's Road, Hongkong.

Hongkong, 1st Nov., 1912.

THE

YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.

Authorized Capital Yen 48,000,000

Paid-up Capital " 30,000,000

Reserve Fund " 18,200,000

Head Office.—YOKOHAMA.

Branches: Antung-Hsien, Nagasaki, Bombay, Newchwang, Calcutta, New York, Changchun, Osaka, Dairen, Peking, Fengtien, Ryokun Port, Harbin, (Arthur), Hankow, San Francisco, Honolulu, Shanghai, Kobe, Tientsin, Liao-Yang, Tokyo, London, Los Angeles, Lyons.

Interest Allowed on Current Account.

Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO,

Manager.

Hongkong, 31st Mar., 1913.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE.—LONDON.

Paid-up Capital £1,200,000

Reserve Fund £1,700,000

Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT, Acting Manager.

Hongkong, 11th April, 1912.

Notices

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up £1,250,000.)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

The Office of TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & Co. General Managers.

Hongkong, 19th March, 1908.

PEAK TRAMWAY CO LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 A.M. to 10.00 A.M. Every 15 Min.

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SINGAPORE MODEL DAIRY.

(Continued from page 5.)

Mr. Welsh seconded. In doing so, he said: I have nothing to add to what the Chairman has told you, and I wish to express my complete acquiescence in all that he has said. In my opinion, the only way whereby the business can be carried on advantageously is to reduce the capital liability to such a point that the available assets will cover same. At the present time we have not got that.

Making a loss.
Mr. Robertson said it was a matter of extreme astonishment to him that such a proposal should be submitted with such a bald statement. At the last meeting he asked various questions and received various replies, and at that time they were supposed to be working at a profit. Now, however, they were told that they were making a loss. The profit for the two months he did not consider, for two months' working was nothing to go by. He would like any information as to the cost of feeding cattle. He understood that the figures at the last meeting were purely imaginary and that afterwards it was found out that all that was told him was wrong. He thought that before such a resolution was put to the meeting they should be told how the thing was actually going and what the actual position was. This game of simply telling them that everything would be all right was not going to suit the majority of the shareholders. He wanted figures, not statements.

Mr. Welsh: Any figures you may wish, as far as it lies in our power, you shall have.

Mr. Robertson: Were the figures at the last meeting correct?

Mr. Welsh: The figures given at the last meeting were entirely erroneous.

Then what are the correct ones?

The secretary read such a statement in detail, showing the total expenditure to be \$26,021.68, and the loss on working account \$3,881.37. He also read statements showing that in June an approximate working profit of \$294 was made, and in July a profit of \$344.08. The milk sales in June amounted to \$2,791.67, and in July to \$3,125.47. A further statement showed the amount of capital represented by realisable assets on July 31 last to be \$37,407.22, the chief items being:—Buildings, \$10,905.21; bottles and boxes, \$1,369.81; cattle at cost and calves, \$18,161; machinery, \$936.60; stocks at manager's valuation, \$973.50; debtors, \$3,410.62; outstanding calls, \$600. Current bank overdraft, \$8,475.27; a total of \$12,238.65; leaving on deduction from the assets, the sum of \$25,168.57, as against a capital liability of \$80,000.

A shareholder asked if the result could be given of the working up to July 31.

Mr. Welsh read the balance-sheet.

Mr. Page said he did not see how the company was going to benefit by reducing the capital. What was the object of the reduction, and how would it assist them in obtaining any extra capital?

The Chairman replied by saying that they must raise their stock to two hundred head of cattle. As they were proceeding at the present time it was more starving than living. And if they

were to increase their stock more capital would be necessary.

Mr. Page pointed out that the directors did not ask to increase their capital.

Mr. Welsh: No, but they will do.

Mr. Page went on to say that if they wished to raise fresh capital surely they should raise it either by debentures or create it in the nature of preference shares. They all knew that if they reduced the capital it meant a lengthy and somewhat expensive application to the court to get it confirmed.

A postponement.

Mr. Welsh replied that the application was not necessarily a lengthy or expensive one. At the present time they had liabilities not represented by assets and the fact of the matter was they could go down into the Arcade and get these shares thrown at them at \$2 a time. The course before them now was the writing down of the shares to a point where the assets covered the liabilities, and then after that they could ask the shareholders if they were prepared to put up any more capital. At the present time they were simply drifting from bad to worse.

Mr. Page asked if they had any prospect or anything in the nature of a guarantee of getting their capital in the form of ordinary shares.

Mr. Welsh replied that he thought they had.

Mr. Robertson contended that from the information they had been given they could not tell what the company was actually doing. He considered they should have six months' careful working to consider, and then there would be some chance of seeing if anything was going to be done. He was in sympathy with the writing down but when he made his statements at the last meeting he thought they were round the corner, but they were not. He certainly would not guarantee any capital just now.

Mr. McGregor wanted to know if there was a demand for all the milk that would be obtained from 200 cows.

The Chairman's reply was that he thought there was no doubt about that.

Mr. Robertson proposed that the meeting be postponed until a date early next year, when the directors would be in a position to put before the shareholders the definite results of the working up to November 30.

Mr. Welsh seconded the resolution, which was carried, the Chairman (Mr. Welsh) withdrawing the motion previously put before the meeting.

On the proposition of the Chairman, seconded by Mr. Welsh, it was decided that an additional director be appointed. Mr. Brandt was nominated, and his name will be submitted in due form to a meeting to be held in few days' time.

BUNKERS

can be applied at cheap rates.

SANDAKAN & SEBATTIK

(British North Borneo).
At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE

THE BEST COFFEE

Is the Cheapest in the end, and one of the very best is LOTUS MOKHA COFFEE. In the Cup it is rich, winy and fragrant—the key-note to an appetizing breakfast—a satisfying close to a busy day.

OBTAINABLE FROM ALL GROCERS.

P. RUTTONER & SON,
14, QUEEN'S ROAD CENTRAL



POST OFFICE.

The United States Mails Ex. s.s. Persia have been transferred to the "Empress of Russia" arriving at Hongkong on September 1.

MAILS DUE.

American, E. of Russia, 1st September.

MAILS ARRIVED TO-DAY

Siberian, Arcadia.

MAILS CLOSE.

Amoy—Per Seang See, 29th inst., 5 p.m.

Manila & Straits—Per Suevia, 29th inst., 5 p.m.

Japan via Moji—Per Moyune, 29th Aug., 5 p.m.

Shanghai North China & Japan via Kobe—Per Fooksang, 29th inst., 5 p.m.

Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Brindisi. (Late Letters 11 a.m. to noon, Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail (Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel Mail will be closed, to-day at 5 p.m.—Per Arcadia, 30th August, 11 a.m.

Shanghai, North China, Japan via Moji. United States, South America & Canada via Vancouver (Europe via Siberia). Per Montague, 30th inst., 11 a.m.

Philippine Islands—Per Loong-sang 30th inst., 1 p.m.

Macao—Per Sul Tai, 30th August, 1.15 p.m.

Shanghai, North China & Europe via Siberia—Per Linan, 30th inst., 5 p.m.

Bangkok—Per Felun, 30th inst., 5 p.m.

Hoihow, Haiphong, Pakhoi and Saigon—Per Triumph, 30th inst., 5 p.m.

Tientsin—Per Chingping, 30th inst., 5 p.m.

Shanghai & North China (Europe via Siberia)—Per Yingchow, 30th inst., 5 p.m.

Hongay—Per Wuhu, 31st inst., 9 a.m.

Tsingtau—Per Ichang, 1st Sept., 5 p.m.

Swatow, Amoy and Foochow—Per Haitan, 2nd Sept., 10 a.m.

Swatow, Wei-hai-wei, Chefoo and Tientsin—Per Huichow, 2nd Sept., 11 a.m.

Swatow, Amoy and Foochow—Per Katjo, 2nd Sept., 1 p.m.

Straits, and India via Calcutta—Per Suissang, 2nd Sept., 1 p.m.

Philippine Islands—Per Chinhua, 2nd Sept., 3 p.m.

Straits and Ceylon—Per Nankin, 3rd Sept., 8 a.m.

Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Naples—Per Buelow, 3rd Sept., 9 a.m.

Swatow—Per Haimun, 3rd Sept., 10 a.m.

Japan via Yokohama—Laisang, 3rd Sept., 11 a.m.

Formosa via Keelung, Japan via Moji, Victoria and Tacoma—Per Tacoma Maru, 4th Sept., noon.

Shanghai and North China—Per Anhui, 4th Sept., 3 p.m.

Philippine Islands—Per Rubi, 4th Sept., 3 p.m.

Ningpo and Shanghai—Per Ningpo 4th Sept., 5 p.m.

Swatow, Amoy and Foochow—Per Hailong, 5th Sept., 10 a.m.

Straits and India via Calcutta—Per Kutsang, 5th Sept., 1 p.m.

Philippine Islands, Yap, Angaur, Samarai, Maroni, Fred. Wilhelmshafen, Rabau, Herbertshohe, Matupi, Tasmania, New Zealand, South and West Australia via Brisbane—Per Prinz Waldemar, 6th Sept., 8 a.m.

Philippine Islands—Per Yuen-sang, 6th Sept., 1 p.m.

Shanghai & North China (Europe via Siberia)—Per Chenan, 6th Sept., 5 p.m.

SHIPPING NEWS.

ARRIVED.

Austria, Aust. s.s. 3,636, M. Coulich, 28th inst.—Singapore 2nd inst., Gen.—A. L.

Glenlogan, Br. s.s. 3,803, James McGregor, 28th inst.—Singapore 2nd inst., Gen.—S. T. & Co.

Tientsin, Br. s.s. 1,227, Robertson, 28th inst.—Shanghai and Swatow 27th inst., Gen.—R. & S.

Sikang, Fr. s.s. 615, J. Pannier, 28th inst.—Haiphong 28th inst., Gen.—N. M. & Co.

Hakata Maru, Jap. s.s. 3,870, H. Nomura, 28th inst.—Singapore 28th inst., Gen.—N.Y.K.

Suevia, Fr. s.s. 2,387, Fr. Kruse, 28th inst.—Hankow 28th inst., Gen.—H. A. L.

Yingchow, Br. s.s. 1,228, Wm. McInch, 28th inst.—Canton, Gen.—B. & S.

Magellan, Fr. s.s. 2,961, M. Broc, 28th inst.—Saigon 25th inst., Gen.—M. M.

Signal, Br. s.s. Bendixen, 28th inst.—Kwangyen 27th inst., Stone—J. & Co.

Chunsang, Br. s.s. 1,488, J. G. Mattock, 28th inst.—Sourabaya 18th inst., Sugar—J. M. & Co.

Haimun, Br. s.s. 641, Evans, 28th inst.—Swatow 28th inst., Gen.—D. L. & Co.

Triumph, Ger. s.s. 769, W. Langschwager, 28th inst.—Canton, Gen.—J. & Co.

Arcadia, Br. s.s. 3,512, S. Barham, 28th inst.—Shanghai 26th inst., Gen.—P. & O. S. N. Co.

Moyune, Br. s.s. 3,213, W. H. Griswood, 29th inst.—Liverpool 30th inst., Gen.—B. & S.

Chinhua, Br. s.s. 1,349, Finlayson, 29th inst.—Manila 26th inst., Gen.—B. & S.

Huichow, Br. s.s. 1,222, G. Hooker, 29th inst.—Tientsin 20th inst., Gen.—B. & S.

CLEARANCES AT THE HARBOUR OFFICE.

August 28.

Mitra for Singapore.

August 29.

Magellan for Yokohama.

Seang See for Singapore.

Tientsin for Saigon.

Hakata Maru for Yokohama.

Elax for Singapore.

Haiyang for Foochow.

Moyuen for Moji.

Arcadia for Bombay.

Suevia for Hamburg.

Hupei for Shanghai.

DEPARTED.

August 29.

Kwong-chau-wan for Kwong-chau-wan.

Samsen for Bangkok.

Helene for Swatow.

Devanha for Shanghai.

Lovat for Calcutta.

Senegambia for Yokohama.

Chowlat for Bangkok.

On Sang for Saigon.

PASSENGERS ARRIVED.

Per s.s. Sikang, arrived 28th inst. from Haiphong.

Burkwall Patton

Benoit Thomson

Fischer

Per s.s. Arcadia, arrived 29th inst. from Shanghai.

Bonjito, Hara Roseman, Miss

Ehreardt, Capt. M.

Mass Roseman, Miss

W. L. N. Bjoeken, Mr. &

Howell, Dr. S. Y. Mrs

Ikeda, M. Raeburn

Mutch, E. Souza, de R. M.

Villaverde, P.

Per s.s. Huichow arrived 29th inst. Tientsin.

Hargrave.

SHIPS PASSED THE CANAL.

London, 26th Aug.

Arrivals from China:—Annam, Altmak, Indrakuala.

The following vessels, have passed the Canal:—Achilles, Beneluech, Benvorlich, Candia, Syria.

Offen, Fresh, Fried or Stew. J. P. Haddock, Kippers & Co. ALEXANDRA CAFE.

WEATHER REPORT.

On the 29th at 5.30.—Signals lowered.

At 11.00.—Pressure has increased in all districts, considerably in the north-east and slightly in the south-west.

The depression in the China Sea is filling up.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong and Neighbourhood E. winds, moderate to light; fine.

2 Formosa Channel Light or variable winds.

3 South coast of China between H.K. and Lintocks The same as No. 1.

4 South coast of China between H.K. and Hainan. The same as No. 1.

China Coast Meteorological Register.

29th August, a.m.

Station. Hour. Barometer. Temperature. Humidity. Wind. Force. Weather.

Wootook 7 a.m. 29.88 64 100 w 0 c

Nemuro 6 a.m. 29.95 — — — —

Hakodate 29.79 — — — —

Tokio 29.79 — — — —

Kochi 29.89 — — — —

Nagasaki 29.86 — — — —

Kashima 29.80 — — — —

Oshima 29.85 — — — —

Naha 29.83 — — — —

Ishijima 29.82 — — — —

Bonin Is. 29.85 — — — —

Chefoo 29.85 — — — —

Whaiwei 29.94 69 80 n 6 o

Haikow — — — —

Iohang — — — —

Kiukiang — — — —

Changsha — — — —

Shanghai 29.87 75 95 n 6 o

Guttsi 29.83 78 — — 4 o

Sharp P. 7 a.m. 29.85 80 n 1 b

Amoy 6 a.m. 29.89 81 74 n 1 o

Swatow 5 a.m. 29.87 79 87 n 1 b

Taihou 5 a.m. 29.81 — — — —

Taihu 29.78 — — — —

Tainan 29.77 — — — —

Koshun 29.79 — — — —

Plores 29.77 — — — —

Canton 9 a.m. 29.85 84 72 se 2 b

H'kong 6 a.m. 29.80 81 83 ene 2 c

Gap Rock 29.77 — — — —

Macao 29.78 80 — — 4 c

Wuchow 9 a.m. 29.78 80 — — 1 o

Pakhoi — — — —

Hoihow — — — —

Phullen 6 a.m. 29.77 79 — — 2 b

Tourane — — — —

O. St. J. 29.87 75 — — 2 o

Aparr 29.78 78 — — 0 c

Manila 29.79 78 — — 0 o

Legaspi 29.81 78 — — 1 o

Iloilo 9 a.m. 29.87 81 — — 1 b

Bacolod — — — —

Cebu 29.86 84 — — 1 o

Labuan 29.81 83 — — 2 c

METEOROLOGICAL.

Previous

Day On Date On Date

Barometer 29.88 29.71 29.71

Temperature 87 81 86

Humidity 72 87 72

Wind E — —

Direction E — —

Force 0 0 3

Weather c c c

Rain — — —

Highest open air Temperature on the 27th 86

H.K. Observatory, 28th Aug., 1913.

T. F. Claxton, Director.

TIDE TABLE.

25th Aug. to 31st August, 1913.

High Water

Low Water

Mean

Mean

Mean

Mean

Mean

Mean

Mean

